RAILROAD

DECEMBER, 1963

MAGAZINE | 50c

OCT 10 1963

Midget Railroading: *Frontier Express* on the Virginia Beach Line—by H. Reid

ALTOONA-BUILT STEAM POWER

by Bill Gorman

A ROAD THAT MAKES ITS DINING CARS PAY

by Mike Bennett

CANADIAN NATIONAL LOCOMOTIVE ROSTER

by Sy Reich

Just One Week from Today YOU CAN

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OR CUT DOWN AND CONTROL IT!

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and this wonderful invention, the CIGAREEN!

You'll say: "I NEVER DREAMED IT COULD BE SO EASY!"

Have you given up hope? Are you resigned to nicotine slavery? Do you think your need for cigarettes is so great, and your will-power so small that you'll never be free? We have exciting news for YOU! News about an astounding new method that is positively guaranteed to help you STOP SMOKING or CUT DOWN & CONTROL IT, whichever you prefer. Yes, even if you've tried everything else . . . even if you've given up hope of ever being able to control your smoking habit, we guarantee you'll say: "I never dreamed it could be so easy! Here is the help you've been searching for, the chance you've been waiting for to smash the chains of tobacco slavery and give you back the pleasures of nicotine-free living again.

NOW — SAY GOODBY TO Smoker's Cough, Sore Throats, Heartburn, Morning Sickness, Insomnia, Headaches, Panting, Heart Strain and Tobacco Fear!

How many times have you longed for those days when you could climb a flight of stairs without panting? How many times have you wondered why you get those nasty headaches when you light a cigarette . . . or get heartburn so often . . . and morning sickness . . . and shortness of breath? How many times a week do you suffer from body racking, ugly rasping coughs and sore, aching throat. What wouldn't you give to end those frightening heart flutters and sudden chest pains? Don't you wish you could taste the subtle flavors of food again, smell fragrances once more — play ball without gasping for breath? How many nights do you toss and turn and wish you could sleep soundly again? And what about those alarming lung cancer reports you've been reading about and talking about—wouldn't you like to end THAT nicotine fear? Yes, if you smoke more than half a pack of cigarettes a day, we'll bet you suffer from many of these tobacco caused problems. And it's no wonder, for with every drag you take on a cigarette . . .

YOUR BODY ABSORBS TARS, NICOTINE, CARBON-MONOXIDE & 25 OTHER DEADLY POISONS!

With the little bit of pleasure you get from smoking, you also get a dosage of 28 deadly poisons. It's no wonder the Journal of the American Medical Association reports: "that smoking ⅔ of two cigarettes will produce an increase of 36 heartbeats per minute". These poisons overwork your heart 10,000 times per day. They slow down your reflexes, dull your mental ability, power of observation and alertness, irritate your lungs, tighten your blood vessels, increase fatigue and nervousness. They can irritate ulcers and actually endanger and shorten your life. These are not idle words contrived to frighten you. Report after report documents the real hazards of heavy smoking. All over the U.S., pressures are building for a combined medical and governmental assault on smoking. The American Cancer Society is conducting a vigorous school campaign against cigarettes. There is proposed legislation to force cigarette manufacturers to label each package of cigarettes with the words "SMOKE AT YOUR OWN RISK" and to list the poisons produced by the burning tobacco, paper and chemical additives in each cigarette.

A resolution was recently passed by the N. Y. State Medical Society that said: "the preponderance of the evidence indicates that cigarette smoking is implicated in the genesis of *lung cancer and other diseases notably cardiovascular (heart) and is detrimental to health in other fields*". Is the little bit of pleasure you think you can't do without, worth this risk? *We'll prove you can do without it!*

NO DRUGS...NO PILLS...NO HERCULEAN WILL-POWER! Simple, Pleasant Method!

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PUT $5.000.00 INTO YOUR POCKET!

Figure out how much extra money you would now have if you saved the money spent on cigarettes. You don't need a computer to add it up. If you smoke 2 packs a day, spend 35¢ per pack, you burn away $4.90 a week. In 10 years you would have $2,555.00, in 30 years you would have $7,665.00. This doesn't include interest, the money you would save on burned clothing, ash trays, lighters, productive time lost and doctor bills. Add to this the money consumed by the other smoking members of your family, who are no doubt following your example, and you can see a tidy fortune going up in smoke. Are you going to burn away thousands more? Couldn't you put this money to better use . . . to safer use . . . to more productive use? Now is the time to escape from your nicotine prison. Now is the time to smash the deadly tobacco grip . . . the time to rid yourself of tobacco caused headaches, fatigue, nervousness, coughing, sore throat, heart flutter and other hazards.

TRY IT— THEN DECIDE IF YOU WANT TO KEEP IT!

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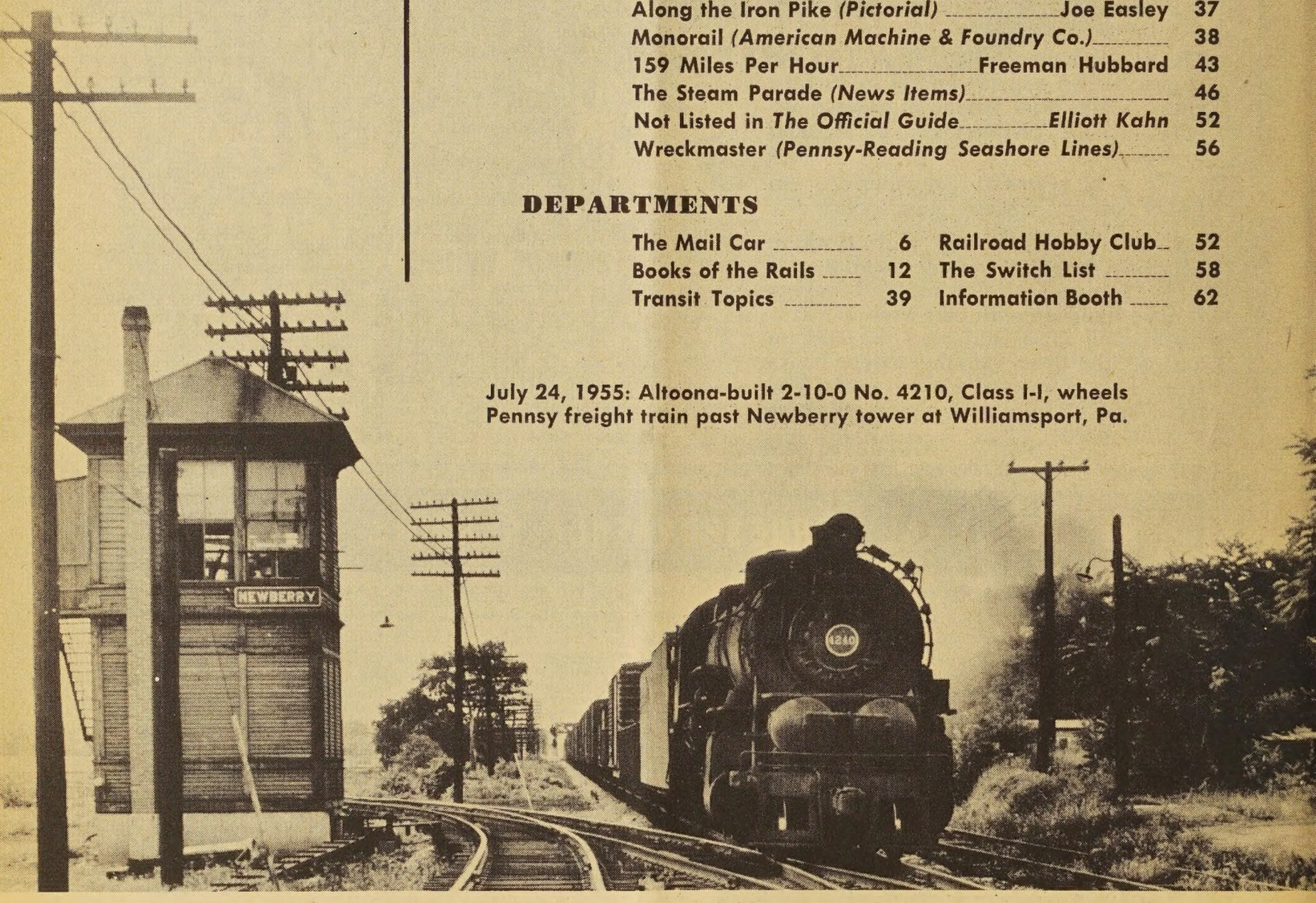

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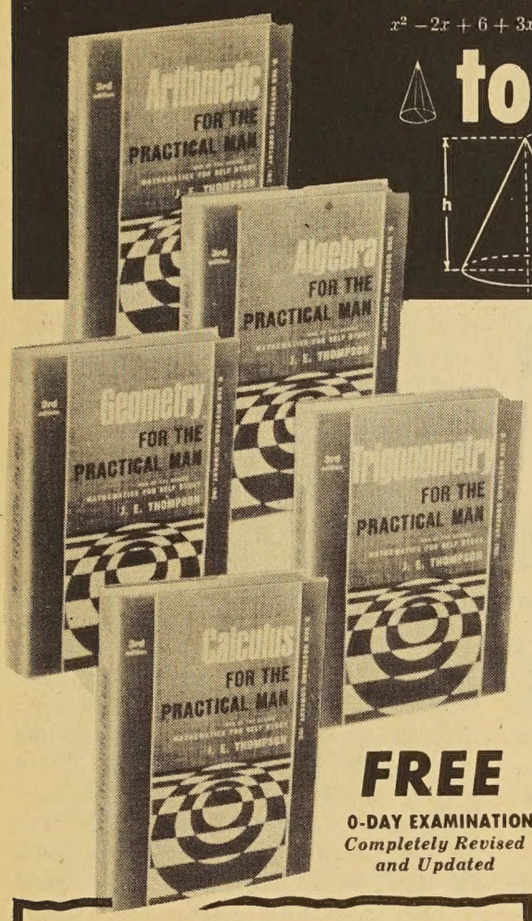

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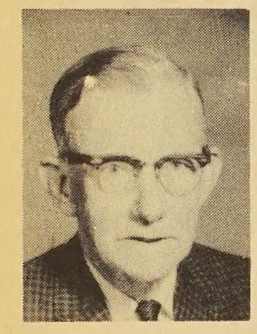
Train hostess on narrow-gage steam-powered line to Alishan, Taiwan (Formosa).
Chinese News Service, 1270 6th Ave., New York City

MAIL CAR

Railroaders and Fans Sit in With the Editorial Crew

THREE authors appear in *Railroad* this month for the first time: John P. Spikes, Sr. ("Water Tower Vignette"); Bill Gorman ("Steam from Altoona"), and Mike Bennett ("Dining Cars").



John P. Spikes, Sr.

John became an Atlanta & West Point brass pounder at age 16 but was soon fired because a news hawk wrote him up as "the youngest telegrapher." (Georgia law required a person handling train orders to be at least 18.) Later he worked for various roads, is now a B&O chief dispatcher living at 472½ Saunders Ave., Akron 19, Ohio.

Bill Gorman came from a rail family, his father having been a Lehigh Valley brakeman, conductor, and yardmaster. As a boy Bill lived at Easton, Pa., which was then headquarters for three LV divisions, boasting huge shops, long since gone.

"From taking Dad's lunch to him," Bill recalls, "I became well known around the yards and learned to run a steam locomative by the time I was 12. On one occasion I won a bet by piloting an engine over Altoona Mountain."

For two summers he filled in at odd jobs on the Valley and later worked as a reporter, rewrite man, or editor on three newspapers, meanwhile writing "pulp" fiction. During World War II he held the rank of captain and battalion adjutant in the 756th Transportation Railway Operating Battalion, composed mostly of Pennsylvania Railroad employees.

"One man in the outfit tipped me off that the Pennsy's *Mutual Magazine* needed a feature writer," says Bill. "Well, I landed the post, held it two years, and then did a stretch in public relations for the Association of American Railroads. After that, two more years on *The Mutual Magazine*, this time as assistant editor. The job was abolished in an economy move and I shifted to a book publishing house. About eight years ago I went to *The Mutual* for the third time, replacing the old editor who had just died, and have been there since, working in Pennsylvania Station, Philadelphia. Besides being editor, I am the entire staff."

Mike Bennett

You'll have to guess what Bill Gorman looks like; no portrait is available. As for Mike Bennett, he is a *Boston Herald* reporter on general assignments, just about everything from traffic conditions to the $1,500,000 Plymouth (Mass.) mail robbery. "About the time my *Railroad* piece appears," he says, "I'll be riding luxtury trains in Europe." ●

STEAM IN FORMOSA by B. Thomas Walsh (Dec '62 issue) was read with critical interest by Mrs. S. T. Chu Huang, secretary of the Chinese News Service in America. Tom wrote that at the time he rode the narrow-gage line to Alishan in Taiwan (Formosa) he had nothing to eat for 16 hours but fish heads and rice.

"Cute-looking stewardesses with skirts split along the thigh well above the knee," he stated, "passed through the coaches distributing Chinese magazines and small cylindrical metal cases full of rice and fish heads."

Mrs. Chu Huang takes exception to this, saying: "The uniform skirts as split *a little* above the knee, not *well* above. (See photo.) The girls pass up and down the aisles distributing tea, reading matter, and hot towels in winter, cold towels in summer." She points out that fish heads are a Chinese delicacy, served even in the plush Oriental restaurants of midtown Manhattan, and adds, "We resent the sarcastic overtones of his (Walsh's) reporting and the absence therein of a single favorable word on anything he saw in Taiwan."

Surely, the whole point of Walsh's article was his joy at riding that steam train. He had a wonderful time in Taiwan. The Chinese lady must have skipped his descriptive passages such as: "We climbed the mountain ranges which divide the island in half. Dark pine trees covered the slopes. Against the green background were delicate pink cherry blossoms, whose perfume wafted through the open car windows . . . And it was a beautiful sight. The yellow-orange sun peeped through thick mists which veiled the mountains. Everything hung wet and glistening. Birds sang in the trees . . ." ●

HUMAN INTEREST. A boy was born prematurely the other day in the caboose of an Ontario Northland freight train speeding the pregnant young Mrs. Wilfred Gadoury to a hospital at Haileybury, Ont., Canada. Conductor Ambrose Ellis delivered the baby: 4 pounds, 12 ounces.

A railroader's daughter like Sharon Wahden, age 17, has one advantage over most of her friends: she rides trains on her father's passes. Sharon has brown hair and brown eyes, lives at 6029 Marshal Foch St., New Orleans, and is a freshman at Southeastern Louisiana College in Hammond, commuting week-ends by Illinois Central. Her father is an IC locomotive fireman working out of the New Orleans terminal; one grandfather was an IC engineman; two uncles also worked for IC.

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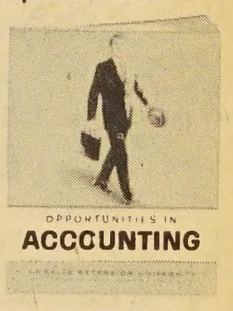

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101

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tisements of Marks' Patent Artificial Limbs and Rubber Hands and Feet, picturing a man with two artificial legs. The ad boasted, "Over 15,000 in practical use." In those days crew men were often mutilated by link-and-pin couplers and other railroad accidents.

This appeal comes from G. Venario, mechanical engineer, 8 Freguglia Street, Milan, Italy. "A friend has a son, fond of steam locomotives but paralyzed. I am collecting colored engine-picture postcards for him, railroad books, and so on. The boy is much interested in North American power. Will some reader help me to cheer him up?"

Increased passenger schedule and refurbished coaches on the New York, Susquehanna & Western failed to attract an appreciable number of new riders. People still prefer the "rat race" of driving their own cars.

Westfield, N. Y., has an odd sign which prohibits the parking of automobiles between 3 and 5 a.m. The reason: U. S. mail trucks at the railroad station during that period.

At least two former Buffalo & Susquehanna Railroad depots have been converted to dwellings: one at Sandusky, N. Y., and the other in Hamburg, N. Y.

New use for steam locomotive bells is reported by H. Reid of the *Times-Herald*, Newport News, Va. The Norfolk & Western has donated a 300-pound bell to a newly formed College Athletic Conference as a trophy for the member college with the highest number of points in sports.

With the closing of the New York Central station in Syracuse, N. Y., that city no longer has any direct rail passenger service, laments Herbert Storm. The newly-opened passenger depot in the suburb of East Syracuse is a good 30-minute auto drive from city center.

Photo of steam motor car of Canada's old Intercolonial Railway is wanted by Fred Nienow, LaBelle Woodworking Co., P.O. Box 22, Oconomowoc, Wis. "We have plans for this car but no picture," he writes. "We manufacture HO gage model railroad kits and want to make a steam car kit." ●

BESIDES providing entertainment, many TV programs are at least partly to blame for waves of lawlessness because they supply viewers with detailed information on crime techniques. In several cases, juvenile offenders have admitted that their acts of robbery or violence were inspired by television shows. Thoughtful Britishers are wondering if the recent stickup of the Glasgow-London *Royal Mail* was due to the influence of American-made TV "Westerns."

Bandits stopped the fast train with a fake red signal in a lonely region 40 miles north of London. Uncoupling the engine and the first two cars in Jesse James fashion, they forced the engineman to run that part of the train a mile down the line. There the gang, 20 or 30 men, loaded 120 mail sacks onto waiting trucks and disappeared. The sacks held banknotes and diamonds, valued at between $7 million and $8 million. ●

WATER TANKS still extant, besides those listed in October issue, include one on the LIRR near Southampton, N.Y., reports Fred Rieder; two in Connecticut on the New Haven, one used by the Hazardville fire department and the other at Botsford, owned by a realtor who wants to sell the land on which it stands, writes Bert Johanson; one on the CB&Q at Pringle, S.D., and one on the Milwaukee Road at Davis Jct., Ill., says Wayne Kerslake. ●

HETTY GREEN'S RAILROAD by Arthur H. Lewis (October issue) was well received. Said H. J. Heaney, president of Gulf Cost Railroad Club, 704 Joyce St., Huston 9, Texas: "We like it very much, also Lewis's best-seller book, *The Day They Shook the Plum Tree*. Both are spicy. The author proves that railroad history is a lot more than construction records, equipment rosters, and dull facts." Wilbur T. Golson corrects our caption which said Texas Midland engine 99 became T&NO 60. She didn't.

"October articles by Josserand and Barriger on 'What's Wrong With the Railroads?' are timely, newsworthy reporting and are extremely interesting," writes Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa., 19124. "Josserand's is especially good. While I don't agree with all he said, I give him credit for speaking his mind without reservation. Sorry to learn of his death. We shall miss him.

"Also in October issue: Reading 1397 was not dismantled in mid-1940's, as Warren Stowman stated, but was retired in 1951. Lloyd Lewis said N&W (ex-VGN) rectifier electrics would be scrapped. Instead, they were sold to the New Haven at $25,000 each. I think the fine night shot on page 25 showed the *Maple Leaf* at Bethleham, Pa., rather than the *Black Diamond*, which used to run through Bethlehem in early afternoon."

Writing a Western Maryland steam article for us, Bert is seeking suitable anecdotes and little-known facts on that subject. ●

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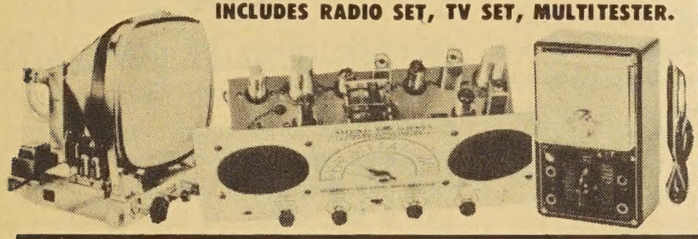

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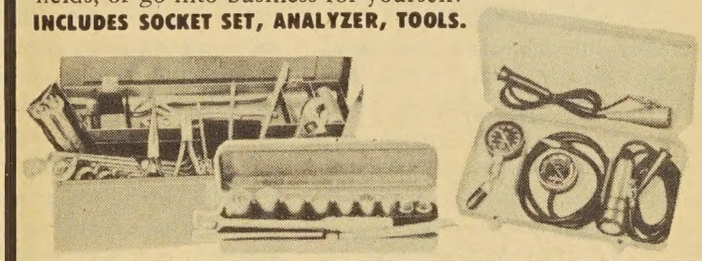

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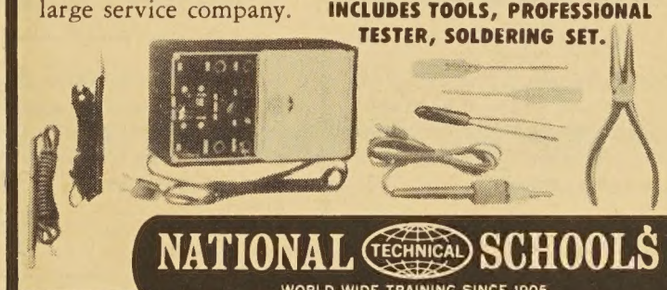

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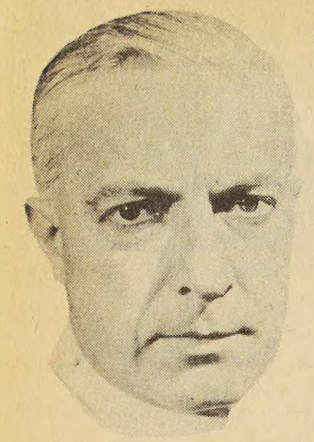

To Every Man And Woman

In America

Losing His Or Her Hair

If you are troubled by thinning hair, dandruff, itchy scalp, if you fear approaching baldness, read the rest of this statement carefully. It may mean the difference to you between saving your hair and losing the rest of it to eventual baldness.

Baldness is simply a matter of subtraction. When the number of new hairs fail to equal the number of falling hair, you end up minus your head of hair (bald). Why not avoid baldness by preventing unnecessary loss of hair? Why not turn the tide of battle on your head by eliminating needless causes of hair loss and give Nature a chance to grow more hair for you? Many of the country's dermatologists and other foremost hair and scalp specialists believe that seborrhea, a common scalp disorder, causes hair loss. What is seborrhea? It is a bacterial infection of the scalp that can eventually cause permanent damage to the hair follicles. Its visible evidence is "thinning" hair. Its end result is baldness. Its symptoms are dry, itchy scalp, dandruff, oily hair, head scales, and progressive hair loss.

So, if you are beginning to notice that your forehead is getting larger, beginning to notice that there is too much hair on your comb, beginning to be worried about the dryness of your hair, the itchyness of your scalp, the ugly dandruff — **these are Nature's Red Flags** warning you of impending baldness. Even if you have been losing your hair for some time, don't let seborrhea rob you of the rest of your hair.

HOW COMATE WORKS ON YOUR SCALP

The development of an amazing new hair and scalp medicine called Comate is specifically designed to control seborrhea and stop the hair loss it causes. It offers the opportunity to thousands of men and women losing their hair to bacterial infection to reverse the battle they are now losing on their scalps. By stopping this impediment to normal hair growth, new hairs can grow as Nature intended.

This is how Comate works: (1) It combines in a single scalp treatment the essential corrective factors for normal hair growth. By its rubifacient action it stimulates blood circulation to the scalp, thereby supplying more nutrition to still-alive hair follicles. (2) As a highly effective antiseptic, Comate kills on contact the seborrhea-causing scalp bacteria believed to be a cause of baldness. (3) By its keratolitic action it dissolves ugly dandruff. By tending to normalize the lubrication of the hair shaft it corrects excessively dry and oily hair. It eliminates head scales and scalp itch.

In short, Comate offers you in a single treatment the best that modern medicine has developed for the preservation of your hair. There is no excuse today except ignorance for any man or woman to neglect seborrhea and pay the penalty of hair loss.

COMATE IS UNCONDITIONALLY GUARANTEED

To you we offer this UNCONDITIONAL GUARANTEE. Treat your scalp to Comate in your own home, following the simple directions. See for yourself in your own mirror how after a few treatments, Comate makes your hair look thicker and alive. How Comate ends your dandruff, stops your scalp itch. How Comate gives your hair a chance to grow. Most men and women report results after the first treatment, some take longer. But we say this to you. If, for any reason, you are not completely satisfied with the improvement in your own case — AT ANY TIME — return the unused portion for a prompt refund. No questions asked.

But don't delay. For the sake of your hair, order Comate today. Nothing — not even Comate — can grow hair from dead follicles. Fill out the coupon now, and take the first step toward a good head of hair again.

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Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss. In such cases neither the Comate treatment nor any other treatment is effective.

Note To Doctors
Doctors, clinics and hospitals interested in scalp disorders can obtain professional samples and literature on written request.

"I used to comb out a handful of hair at a time. Now I only get 4-6 on my comb. The terrible itching has stopped."
—L. H. M., Los Angeles, Cal.

"My hair has improved. It used to fall out by handfuls. Comate stopped it from falling out." —D. M. H., Oklahoma City, Okla.

"My hair has quit falling out and getting thin."
—D. W. G., c/o FPO., N. Y.

"My husband has tried many treatments and spent a great deal of money on his scalp. Nothing helped until he started using your formula."
—Mrs. R. LeB, Piqua, Ohio

"Comate is successful in every way you mention. Used it only a few days and can see the big change in my scalp and hair."
—C. E. H., N. Richland, Wash.

"My hair was thin at the temples, and all over. Now it looks so much thicker, I can tell it."
—Miss C. T., San Angelo, Tex.

"Now my hair looks quite thick."
—F. J. K., Chicago, Ill.

"My hair had been coming out and breaking off for about 21 years and Comate has improved it so much."
—Mrs. J. E., Lisbon, Ga.

"I've used a good many different 'tonics.' But until I tried Comate, I had no results. Now I'm rid of dandruff, and itchy scalp. My hair looks thicker."
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"It really has improved my hair in one week, and I know what the result will be in three more. I am so happy over it, I had to write!"
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50 to 54	2.50	7.25	14.25	27.40
55 to 59	3.00	8.70	17.10	32.85
60 to 64	3.50	10.15	19.95	38.35
65 to 69	4.00	11.60	22.80	43.80
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Your basic policy pays for hospital room, board and general care for covered sickness or accident. At small extra cost, you can add surgical or medical benefits, or maternity benefits to cover pregnancy or its complications, at home, in the doctor's office or in the hospital. Loss of Wages Benefits up to $300 per month are also available at low cost. For information on each, check application blank below when sending your $1.00 for our Special Offer.

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Full Name of Applicant _____ Sex ____

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ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Applications for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

FIRST NAME · MIDDLE NAME · LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1.						
2.						
3.						
4.						
5.						

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge? _____
2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes _____ No _____ If the answer is yes, please give details

_____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this ____ Day of _____ 19____

SIGNATURE _____
(Applicant) Head of the Family or Individual Applying Be Sure to Sign
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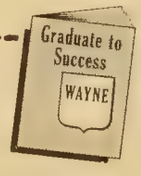

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Books of the Rails

THE MA & PA: *A History of the Maryland & Pennsylvania Railroad*, by George W. Hilton, 192 pages, 6x9", 157 illustrations, 5 maps, 8 locomotive drawings, 5 sets of scale plans, colored frontispiece, indexed, Howell-North Books, 1050 Parker St., Berkeley 10, Calif., $5.

Hilton is a popular writer, best known for his fourth book, *The Great Lakes Car Ferries*. The present volume, his sixth, traces the annals of a beloved shortline from its source as two narrow-gage roads, the Maryland Central, chartered in 1867, and the Peach Bottom, 1868, through nearly a century to its uncertain present, for the old pike is now living on borrowed time. Three years ago ICC rejected its plea for total abandonment. A high point for Ma & Pa came in 1947 when Lucius Beebe and Charles Clegg, in top hats and pinstriped trousers, celebrated the publication of their *Mixed Train Daily* by hiring steam engine No. 6, a baggage car, a coach, a flatcar, and a caboose for a special run with elite passengers, hampers of choice viands, and cascades of wine.

That trip has become a legend. Beebe has done more than any other living man to create railroad legends as well as write about them. Incidentally, Howell-North is putting out the fifth edition of a Beebe-Clegg classic issued originally in 1949: *Virginia & Truckee: A Story of Virginia City and Comstock Times*, 69 pages, 6x9", stiff paper cover in pictorial full color, gloriously written, amply illustrated, and including V&T equipment rosters, a good buy at $1.

RAILROADS IN THE LEHIGH RIVER VALLEY, 104 pages, 6x9", spiral binding, good-quality paper, illustrated, Lehigh Valley Chapter, National Railway Historical Society, $1.50. (Check or money order payable to the chapter's book editor, Randolph L. Kulp, 602 St. John Street, Allentown, Pa.)

Besides 18,000 words of history and technical data on 10 operating and 2 defunct roads, this reference work boasts 130 photos, many excellent, and a map.

TRANSPORTATION: *Economics and Foreign Policy*, by Dudley F. Pegrum, Ph.D., 625 pages, 6x9", illustrated with maps, diagrams, indexed, Richard D. Irwin, Inc., Homewood, Ill., $11.35.

Dr. Pegrum, a distinguished professor of economics at the University of California, defines the scope of his book as "a deliberate attempt to develop the economic principles of transportation." Serious readers interested in the railroad as an industry and not merely as a hobby — especially those who enjoyed John W. Barriger's article on "What's Wrong With the Railroads" in our October '63 issue—will find here much of what they want to know about the political basis of transportation, the ICC, the Hepburn Act, the Mann-Elkins Act, rate-making, regulation, mergers, labor problems, urban transportation, and the like.

(*Editorial footnote:* If America's railroads should again be nationalized, which Heaven forbid, we could not think of anyone more competent than John Barriger to run the show as director general. We are not at all sure the current president of the Pittsburgh & Lake Erie would want such a post—unless, of course, it supplied a large pair of shears for cutting the red tape of Federal bureaucracy.)

GRAND EUROPEAN EXPRESSES: *The Story of the Wagon-Lits*, by George Behrend, 258 pages, 5½"x8½", illustrated, indexed, George Allen & Unwin Ltd., distributed by Sportshelf, P.O. Box 634, New Rochelle, N.Y., $9.25.

Behrend has traveled widely with observing eyes. He describes some famous name-trains not only of Europe but also of Asia and Africa: such as *The Night Ferry, Orient Express, Train Bleu, Nord Express, Rome Express, Oberland Express, Trans-Siberian Express,* and *Tunis-Oran Express.* Besides their history, glamor, and operating techniques, he supplies intimate details that don't ordinarily appear in print. For example, about English Channel trains: "The lavatories in the cars can be used during the voyage, as soil pits are provided between the rails."

FAMOUS TRAINS OF THE WORLD, by E. F. Carter, 143 pages, 4½"x7¼", illustrated with line drawings and photos, Frederick Muller Ltd., distributed by Sportshelf, $3.25.

A handy pocket-size volume consisting of three chapters on British trains, one chapter on continental Europe, one on North America, one on South America, one on the tropics, one on Australia and New Zealand, and one on royal and special trains.

Another interesting work by Carter is *Unusual Locomotives,* same publisher and same distributor, 221 pages, 5¼ x 8½", illustrated, $5.75. "Each engine dealt with in these pages," the author tells us, "has a claim to fame by reason of its design, its unique power, or its speed." The chapter on "Locomotives for Special Duties" is especially good.

A third new Carter opus, *British Steam Locomotives,* a Foyles Handbook distributed by Sportshelf, has 92 pages, 5x7¼", $1.50. It is a capably written history of British steam power, including a chapter on "How a Locomotive Works" and a glossary of locomotive terms, and is illustrated with photos and diagrams.

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UNUSUAL RAILWAYS, by B. G. Wilson and John R. Day, 212 pages, and MORE UNUSUAL RAILWAYS, by John R. Day, 214 pages; both 5½"x8½", illustrated, indexed, published by Frederick Muller Ltd., distributed by Sportshelf, $5.75 apiece.

These two offbeat volumes cover a wide variety of quaint and curious methods of rail transportation. We learn, for example, that Greek ships 150 feet long were moved overland on wooden rails laboriously from the Aegean to the Ionian Sea across the Isthmus of Corinth in 427 B.C. In fact, a whole chapter is devoted to ship railways. Other well-researched sections tell about railroads operated by horse and sail power, rack and similar systems, funiculars, the movement of mail by rail in post office "subways," several monorails, and many others. Both books are immensely entertaining.

BRITISH LOCOMOTIVES: 1829-1963, by C. T. Eriksen, 64 pages, 5x7", paperback, illustrated, G. M. Smith Publishing Co. Ltd., distributed by Sportshelf, P.O. Box 634, New Rochelle, N.Y. 75¢.

Eriksen has the knack of making his subject readable. He describes famous and little-known locomotives and classes from Stephenson's *Rocket* to Hawker Siddeley Type 4 diesel.

THE RAILWAY BOOK: *A Handbook for Spotters and Others Interested in Railways*, by John F. Anderson, associate member, Institute of Civil Engineers, 124 pages, 5½"x8½", line-drawing illustrations, Museum Press Ltd., distributed by Sportshelf, $3.75.

Railfan books usually stress engines. This one covers the whole gamut: track, switches, signals, depots, mileposts, etc., plus steam and diesel locos and trains. Written primarily from the English viewpoint, it is so well organized and expertly illustrated that most of it applies also to North American practices. Recommended.

ROSTERS UNLIMITED, Vol. 1, edited by Jeffrey D. Clack, 40 pages, 8½"x11", paperbound, mimeographed, indexed, *Voice of the Rails* Publishing Co., Box 653, Wheatland, Wyo., $2.

Due to the constant demand for steam and diesel locomotive classifications, we predict *Rosters Unlimited* will sell fast. It covers 47 roads (Class 1 and shortlines), 12,223 locos with specifications, and has lasting reference value.

COLORADO ANNUAL 1963, by C. W. Hauck and Bob Richardson, 16 pages, 8½x11", thick coated paper, Colorado Railroad Museum, Box 641, Golden, Colo., 50¢.

An illustrated brochure; narrow gage and steam in Colorado, etc. Suggestion: when ordering it, ask about other railroadiana the museum sells.

LOCOMOTIVES AND LOCOMOTIVE BUILDING, reprint of Rogers 1886 catalogue, 200 pages, 8x11", illustrated with line drawings, stiff binding, Howell-North Books, 1050 Parker St., Berkeley 10, Calif., $10.

Subtitled "A brief sketch of the growth of the railroad system and of the various improvements in locomotive building in America, together with a history of the origin and growth of the Rogers Locomotive & Machine Works," 1837 through 1885.

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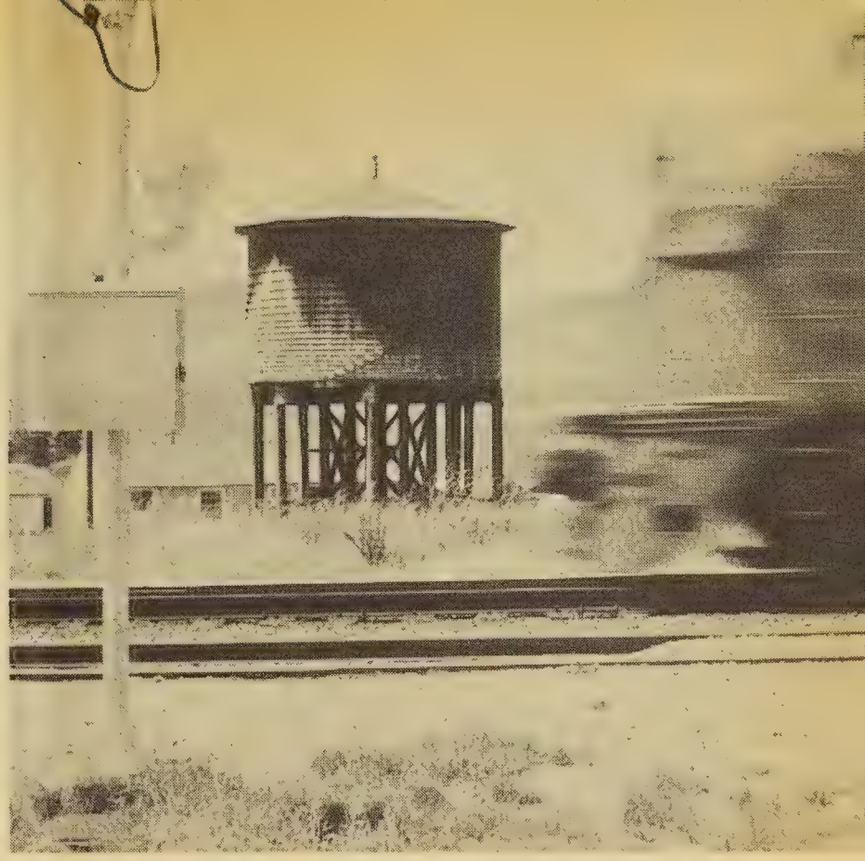


Southern Pacific *Daylight* passes old SP tank at Casmalia, Calif., now used for town water supply. This 50,000-gallon structure, built of redwood in 1953 at Guadalupe, 11 miles away, was sold and moved by truck to present site. It is likely to last at least 50 years.
Lawrence D. Jones, Jr., 428 Washington St., Plymouth, N.C.

THE WATER STATION, variously termed the tank, penstock, tower, or plug, is often mentioned romantically in song and story and is much admired by camera fans. During the Steam Age, especially on warm summer nights, its lonely shadows occasionally hid hobos or boomers waiting to board the freights that stopped there and have even been known to conceal masked bandits, armed with Winchesters, their horses hitched nearby, intent on robbing an express car. Sometimes, too, passionate young couples from isolated farms would tryst at a water tower, as Shakespeare says,

"Under the greenwood tree
Who loves to lie with me,"

substituting the cool, moist, railroad installation for the green foliage in a meadow.

To many a small boy the sphinxlike tower symbolized far-away places and, conversely, after he had grown up and journeyed beyond the distant hills its memory became a nostalgic symbol of home. But the railroaders themselves took a more practical view of a drink for the iron horse. Before passing one tank, the grimy hogger had to be doubly sure he had enough water to reach the next one, lest he have to kill his engine on the main track between depots.

The dispatcher, poring over a trainsheet in an office perhaps miles from any tank, was closely implicated in the workings of fire, water, and steam. For him the water tower was often a pain in the neck. How do I know? I am a chief dispatcher myself on the Baltimore & Ohio, second trick at Akron, Ohio. When a locomotive pump failed or the water supply dwindled for any reason at all, DS would get the first report and notify the proper people to restore the flow as quickly as possible.

Engine crews in transit needed advance warning so they wouldn't have to dump a fire upon arrival at a dry tank. And when a slow freight or a streak of varnish had passed the last point of notification, a village Fire Department might have to be called to prevent costly damage to the engine and keep traffic moving. These difficulties reached a peak in winter with such mishaps as pipes freezing or an unlatched spout swinging in a gale and in danger of being knocked off by a speeding train.

We dispatchers had to estimate in advance the delay due to taking water, in our very exact figuring of meets and waiting points on a single-track line, in running drags and hotshots and ordinary passenger trains on double track, and in numerous other operations with precise timing.

Besides the actual minutes spent in filling a locomotive tank, time would be lost merely from stopping, starting, and regaining speed, which varied according to power and tonnage. To complicate our timing problem still further, many roads had a hodgepodge classification system—various locomotive types and classes, each with its own tank capacity, some even with different tank sizes between engines of the same class and type.

In guessing which trains would take water at which towers, we considered the hogger's personality or habit pattern. Some runners, smarting from the inner wound of an old reprimand for passing up a water station and getting into real trouble, could be depended upon to stop at all plugs. Others, bolder and less inhibited, sailed by plugs even when the evidence had indicated they would halt there.

A hash house located near a water water station was helpful in our figuring because it meant the almost certain stop of all freight trains and someone sent over for hot coffee and sandwiches. But when an exasperated dispatcher, stung by the unpredictable stops or non-stops gumming up his schedule, would ask an engineer why he took water at a certain tank, the classic reply never varied, "Because I needed it."

So train dispatchers have a less-than-idyllic memory of those tanks. Nevertheless, we recall them kindly and feel a warm glow at seeing one of the old sentinels pictured in a magazine. ●

Commuters on the New Haven who rush from their suburban homes without breakfast can eat reasonably priced meals en route in grille cars such as this one.
New Haven Railroad

Only one American road makes money on its

DINING CARS

by Mike Bennett

THE TABLECLOTH and the fine old burnished silver were as fresh and clean as the frozen lakes and snow-covered land outside the train windows. But no food was left on the *Merchants Limited;* its diner had become, for the time being, a mere parlor car with tables. My fellow wayfarers had eaten everything on board and I was hungry. The train crawled doggedly from New York to Boston at about 15 miles per hour through a nor'easter that was sweeping over New England and had grounded all planes and blocked nearly all highways.

Later, I discussed the blizzard with Charles Goodwin, the New Haven's vice president in charge of passenger traffic. "We try to figure our food needs down to the last pork chop," he said, "but you can't blame us too much when such things happen."

Actually, that dining car department deserves high credit, for the New Haven, though officially bankrupt, is the only road in North America to show a consistent profit from the sale of nourishment and liquor aboard its trains!

You could almost include the Long Island in that category—almost but not quite, for the LIRR does not have a *real* dining car service. Admittedly, it boasts a solitary diner and it usually does slightly better than break even on Walt McNamara's food and drink section. Walt started this service some time ago by selling braces of pheasants aboard *The Cannon Ball,* each brace done up in an insulated gift box, with a cook book thrown in, at $7.50. Many passengers bought these birds on Friday evenings as gifts for their week-end hosts and hostesses. Greatly encouraged, Mac began serving meals and drinks in the lone dining car, which is coupled onto *The Cannon Ball* and a few other trains in turn, during the vacation season, and from now on he will probably do so all year 'round. But that isn't a *bona fide* dining car department, although LIRR also has three buffet-lounge cars.

Other roads are trying rather desperately to break even on diner service but without success. The Pennsylvania even sells old bones to soapmakers at two cents a pound to cut costs.

Some roads use frozen foods, electric stoves, train cafeterias, counter girls, food slot machines, low-calorie diets, and special menus for children and the blind, and serve dinners to fan clubs in dining cars parked at terminals. It is not uncommon for a road to celebrate the anniversary of a famous name-train, as the Baltimore & Ohio did recently with its *Capitol Limited,* by giving free slices of birthday cake to dining-car patrons.

The Pennsy appeals to riders in the low-income bracket with gleaming metal pushcarts that dispense hot coffee, sandwiches, cookies, orange juice, etc., wheeled through the aisles of coaches on its New York-Washington runs, between stations where "high-level" platforms facilitate the handling on and off trains. This service is a popular variation of news-butchering. Some roads operate slightly larger pushcarts of food and beverages on station platforms just before the train departs.

My experience with the New Haven's foodless diner recalls the time when Dr. John Sims of the Baptist Seminary School of Music, Louisville, Ky., was returning home from Mississippi with a friend on a Louisville & Nashville mixed train. They sat in the only coach, up front. It had no food facilities and both men were hungry. When they stopped briefly at Paris, Tenn., the ravenous Dr. Sims got out and sprinted for a snack bar fifty yards away.

The train left suddenly. Dr. Sims, clutching a bag of sandwiches, raced after it and climbed onto a flatcar five car-lengths behind the coach. Then followed a hair-raising effort to work his way forward while the hogger picked up

speed. Hobo style, he finally reached the coach with the bag of food gripped between his teeth. Unlike me, he didn't have to wait till journey's end before he could eat.

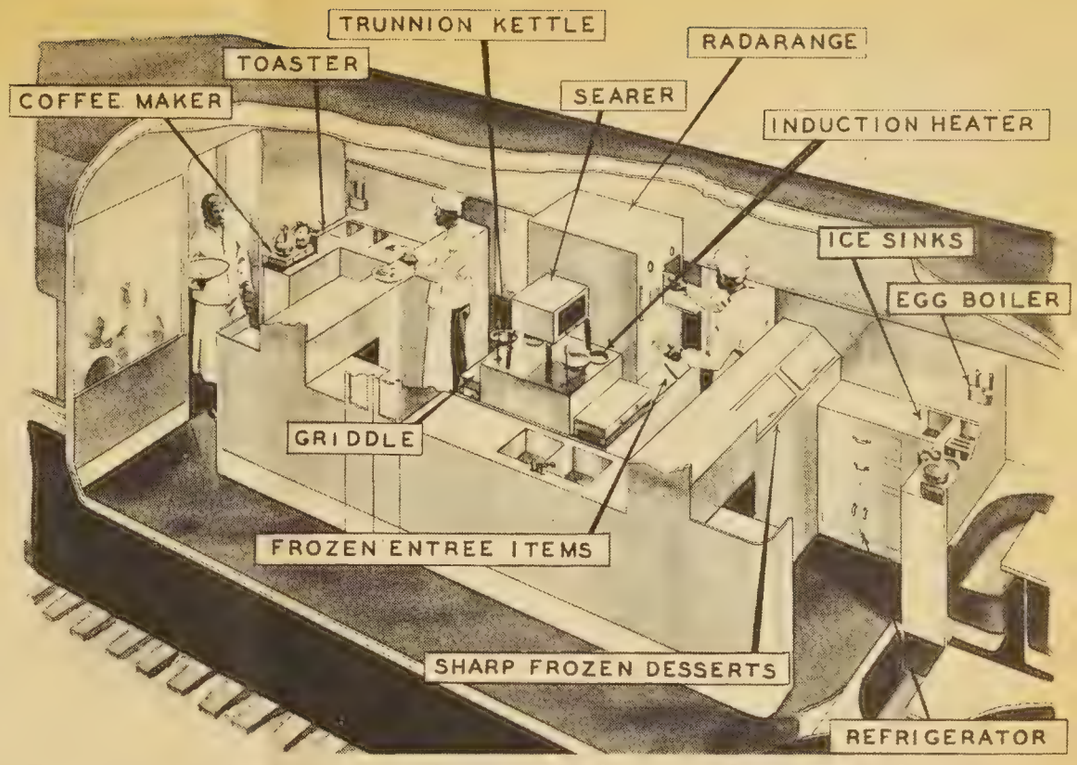
THE NEW HAVEN has a natural advantage over other roads when it comes to making meals-on-wheels pay. The proportion of passenger service to freight on the NYNH&H is high, second only to that on Long Island. Normally, the more riders, the more dining-car patrons—only it doesn't work out that way on the Long Island because most of the Island's passengers are short-haul commuters.

The problem of making diners pay has been nagging the railroad industry ever since the old Philadelphia, Wilmington & Baltimore (now Pennsy) put two diners into service a century ago. But before the days of the automobile and the airplane, the railroads could afford to charge off to goodwill the losses occurred in diner services. Food was cheap, quail and partridge cost them 25 cents apiece, they could sell a good twelve-course meal for a dollar.

At first the dining cars were improvised affairs set up for select groups of passengers. The earliest record of meals being served aboard a train dates back to January 10, 1853, when the governors of Maryland and Virginia headed a list of dignitaries on the first train to run the full length of the newly-completed B&O from Baltimore to Wheeling and back. Two years later, one of our Presidents, Franklin Pierce, rode a train that had a baggage car fitted up as a lunch room. Maybe that's how the Long Island got the idea for its own and only diner.

Years passed before the meal car came into general use. Meanwhile, long-haul trains stopped at suitable intervals along the route so that travelers could grab something to eat at depot restaurants or "eating places." Which brings us to Fred Harvey.

The English-born entrepreneur immigrated to America as a youth and ran restaurants in New York, New Orleans, and St. Louis before heading further west. Like other folks on the early western trains, he endured grimly the tired baked beans and tough buffalo steaks that most station lunch rooms featured in those days. From his feelings of disgust at this fare sprang a resolution that produced the first Harvey depot eating place—at Topeka, Kansas, on the Santa Fe in 1875—and eventually a long chain of resorts, hotels, restaurants, shops, and dining cars, "3000



Every square inch of space in a dining-car kitchen is used to utmost advantage.
ACF Industries, Inc.

Meals like this are served in the coffee shop on the Union Pacific *Challenger*.
Union Pacific Railroad

Cost of labor is biggest factor in trying to keep a dining service out of red.
New Haven Railroad

Miles of Hospitality," the slogan says.

In the 1880's and '90's Harvey houses were established every 100 miles or so along the Santa Fe tracks and in 1888 Santa Fe trains began to include diners. Fred not only sold palatable grub but gave many of his customers an excellent reason for settling down in the west. Legend has it that some 20,000 Harvey waitresses, cashiers, and counter girls from respectable homes in the East and Midwest became the sweethearts and brides of ranchers, miners, railroad men, and cowboys.

This helped substantially to populate the prairies and mountains. Great numbers of footsore railroad boomers quit the wanderlust trail to set up housekeeping with love-hungry Harvey girls. Fred's culinary and matrimonial talents earned him the titles "Civilizer of the West" and "The man who made the desert bloom with beefsteaks."

Various passenger trains in North America still make regular meal stops, including the Santa Fe's *Grand Canyon* at Barstow, Calif., westbound for breakfast and eastbound for dinner, in the Harvey House. Some railroads, however, sell box lunches on trains, usually getting orders from passengers beforehand and stopping to pick them up.

In 1867 Canada's first real diner, the *President,* which was also a kitchen car and a sleeping car, began to run on the broad-gage Great Western.

Six years before Harvey opened a depot eatery it had become possible for ladies and gentlemen with time and money at their disposal to travel from coast to coast in hotel palace cars and elegant diners, eating on trains all the way. The first Pullman-built car devoted solely to restaurant service, the *Delmonico,* hit the rails in 1868, the year before the transcontinental line was completed. That was on the Chicago, Alton & St. Louis (now part of the Gulf, Mobile & Ohio).

The dining car had become more than a convenience in the twenty years that followed the Philadelphia & Baltimore's experiment with two converted coaches offering a simple bill of fare: oyster stew, crullers, and hot coffee.

AN ORDINARY train meal now comprised six courses; special dinners often ran to twelve. A holiday menu during 1883 and '84, for example, offered oysters on the half-shell as an appetizer, followed by terrapin soup, a choice of Kennebec salmon with green peas and potatoes *a la Parisienne* or boiled leg of lamb with caper sauce or boiled capon with cream sauce. Then ribs of beef with browned potatoes, roast goose with apples, or turkey with cranberry sauce.

After that came roast partridge with bread sauce. Meanwhile, you could have been nibbling at bread, rolls, crackers, and sweetbreads larded with mushrooms or salmi of quail with truffles. Vegetables included asparagus, French peas, marrow squash, pickled beets, mashed white potatoes, and baked sweet potatoes.

If after gormandizing on all that rich feast you wanted dessert you could have distended your abdomen still further with a choice of apple or hot mince pie, steamed fruit pudding with cognac sauce, or strawberry ice cream in addition to such trifles as macaroons, candy, and assorted cakes. And then luscious fresh grapes, oranges, apples—or "Bent's Water Crackers" with Roquefort or Edam cheese—plus tea or coffee, presumably with cream and sugar.

Of course, you didn't have to eat everything on the bill of fare, but whether you did or not the price was the same, one dollar. No record was kept of the number of overfed passengers who suffered from indigestion or heart attack either on the train or shortly after reaching their destinations, but there probably weren't many.

By the turn of the century the interior appointments of dining cars matched the opulence of the menus. Fringed lace curtains, velvet draperies, thick Oriental rugs. Master craftsmen supplied elaborately carved woodwork; costly oil paintings were hung above the tables and cozy leather chairs.

Meanwhile, immigrants from Europe kept flooding the country. Bearded men in peasant shirts and shawled women with children of all ages, with black trunks, and endless bundles occupied the third-class coaches and ate out of huge wicker baskets. Such scenes were commonplace.

Prosperous folk also rode the steamcars. Glib traveling salesmen and "sports," adorned with glittering dia-

mond tie-pins and heavy gold watch-chains strung across their fancy vests, thronged the smoking rooms, told dirty stories, and displayed their private collections of nude female pictures. Also on the trains were dignified physicians, Army officers, diplomats, nuns in pairs, and bespectacled clergymen reading small black-bound books.

There were also actors and actresses in road companies, and vaudevillians on tour. There were sales managers and purchasing agents with a voice in deciding how their plant's freight shipments would be routed, and corporation heads on their way to vacations or distant conventions.

Relatively few of the "tired business men" took their families along. Some shared their berths and dining-table space with smartly-gowned prostitutes wearing heavy mascara, but mostly the men set out alone, in some cases hoping to pick up girls on the train. Even the passengers who were not very hungry welcomed the glad cry, "First call to dinner! Dining car in the rear!" and filed back routinely through the swaying cars to relieve their boredom.

FOOD was "public relations" for the railroad companies even before that fledgling enterprise had a name. The Denver & Rio Grande urged passengers to sample its Colorado rainbow trout, the Boston & Maine took pride in its baked beans, and the Northern Pacific proclaimed itself "The Road of the Big Baked Potato."

After World War I broke out—"to make the world safe for democracy"—it seemed that everyone was going somewhere. From 1915 till late in 1919 the dining car departments broke even or made a profit. But, alas, peace came! In the 1920's and '30's the dining car ran deep into the red while trucks and airplanes began nibbling at the edges of railroad freight revenue.

Then we had a second World War. The Canadian National Railways announced that a crew of fourteen served 16,868 meals to service men and women on a commissary train that covered 9,092 miles in crisscrossing Canada on seventeen days. For thousands of soldiers who had never been further away from home than the county seat, the time spent over the white tablecloths on troop trains, leisurely eating while the scenery whizzed by, was a moment of high romance, a moment to be recaptured only in memory.

Wilfred A. Duprey, the New Haven's food and liquor service manager, tells of an ex-Marine who recently asked the motherly-looking hostess in one of the road's grille cars, "Whatever happened to those beautiful young girls you used to have as waitresses fifteen years ago?"

"Well," she smiled wistfully, "I'm one of them."

After peace had come again, railroad freight and passenger business began to slip. One New York Central vice president declared in exasperation that the dining car was "by definition, an inefficient restaurant."

Passenger-train schedules are set up for travelers and mail, often for milk and newspaper shipments also, but not to derive 100 percent working time from dining car employees. An Automat or a Longchamps or a hot-dog stand can serve successive relays of customers in the course of a day, but a restaurant on a long-haul train with a strictly limited number of passengers aboard has a gap of several hours between meals. The crews, of course, draw full pay even when they're not actually working.

Their pay is rather good, too. In 1941 a waiter with five years' seniority on the cars drew a basic salary of $89.40 for a 240-hour month, plus tips, free meals, and free lodging away from home. Ten years later the pay had more than doubled to $221, other extras had been added, and the working month cut to 205 hours. Today, about twenty-two years after Pearl Harbor, the wages of waiters are more than fourfold the 1941 levels!

Charles Goodwin, the New Haven vice president, told me that waiters were now drawing $429 a month, hostesses $523, chefs $528, and bar attendants $488—in each case plus tips and so on. Employees are guaranteed 205 hours' pay per month, even if they don't work

(Above) Counter girls serve food in Ontario Northland restaurant car *Meechim*. (Left) Chesapeake & Ohio has waitresses on its Pere Marquette streamliners.
Ontario Northland Ry. and Chesapeake & Ohio Ry.

that long, and are paid straight time up to 240 hours and overtime after that.

"Five years ago," Goodwin recalled, "I promoted a man into the purchasing department out of the cars, at a higher salary. A few months later he said he wanted his old job back. I asked him why. 'Mr. Goodwin,' he said, 'don't think I'm not appreciative but I've got a daughter goin' to college and I can't afford to be an executive no longer.' "

SOME years back, the Chesapeake & Ohio placed neat little cards on their dining car tables urging patrons not to tip, since the waiters were already well paid. But Mr. and Mrs. America continued to tip anyway, from force of habit, and the signs came down.

Unlike some railroads, the New Haven generally is able to get a dollar's worth of work from dining car employes for every dollar paid out in wages. "We make most of our savings in this department from the effective utilization of our crews," Goodwin told me, "and, frankly, we're lucky. Our trains run through the nation's densest concentration of cities and what we consider a long haul, between Boston and New York, for example, takes only five hours or so. We pick up passengers at major points all along the way and can run a diner down to New York and back on a schedule in which very little overtime is used up."

Figures compiled by the American Association of Dining Car Officers show just how efficient geography can be. For every dollar the New Haven took in from food and liquor services last year it paid out 48 cents in wages for waiters, chefs, and bar attendants. By contrast, the Pennsylvania Railroad, which operates in almost as densely populated metropolitan areas, paid out 52 cents.

The Northern Pacific paid 76 cents, the B&O 69, the Southern 75, the Union Pacific 94, the New York Central 65, the Chicago & North Western 82, and the Great Northern a whopping $1.02.

The New Haven has another natural advantage. Passenger service accounts for 45 percent of its total dollar revenue. The Long Island, which derives 90 percent of its income from passengers, is the only road in the nation with a higher passenger-freight ratio. The New Haven loses money on its passenger service as a whole but with so many people traveling on the road it has more customers for its dining cars.

Because the airliners served meals without additional charge, the UP inaugurated "free meals" on its Domeliner *City of Las Vegas,* operating daily between Los Angeles and Las Vegas. Before May, 1956, when this service was introduced, a round trip cost $12. The price was upped to $16.35 and the dining car department allotted $3 for serving two meals, leaving a rail revenue of $13.35.

Other roads quickly adopted the basic idea. The C&O offered any meal on its menu "free" to round-trip passengers between Grand Rapids, Mich., and Chicago. Cost of the ticket with meals ran to $15.11, with steak $1.25 extra.

The Western Pacific went a bit exotic with a five-course Italian dinner in the Vista Dome streamliner *California Zephyr,* running between San Francisco and Chicago. Chicken *cacciatore,* veal *scallopine,* minestrone soup, antipasto, ravioli, and spaghetti were served with garlic rolls topped off with marsal wine nut sundae.

EFFORTS have been made to cut costs by reducing the number of items on the bill of fare, decorating cars along simpler lines, and adding lunch counters and grille and buffet cars for a wide variety of tastes and price ranges. The Texas & Pacific rolled out a short-order lunch counter diner and provides Braille menus for the blind, while up in Canada the Ontario Northland has cafeteria cars staffed with pretty waitress. And on the Monon's trains between Chicago and Louisville, Ky., a dime in a vending machine gets you a cup of hot coffee; a couple more dimes yield a sandwich.

The New Haven also faces the problem of luring passengers into the diner. Most of its runs are short, and meals can be eaten before or after the train ride. The road provides informal lunch and grille cars where thrifty travelers can get a full meal for less than two dollars. If they want to try the more formal dining car, a *filet mignon* dinner with all the trimmings costs six bucks. New England specialties like blueberry and rhubarb pie are offered.

A high quality of service and appointments is maintained on the diners of the *Merchants Limited* between Boston and New York and the *Hellgate* Special which runs to Washington, D.C., over Pennsy rails. The silver is highly polished, the tablecloth thick and spotless, and fresh flowers are placed on every table.

"There's been some talk of using artificial flowers," commented Lester Wilson, a veteran dining car inspector for the New Haven, "but I say start with them and you'll end up with plastic

Pennsylvania Railroad

Pennsy lunch-vending carts made of stainless steel and plastic, 16 inches wide, are wheeled through coaches on the New York-Philadelphia-Washington trains.

tablecloth and even paper napkins."

Even so, the day has long since gone when the New York Central spent $2,000 a mouth on sweet-smelling flowers for its *20th Century Limited,* as Freeman Hubbard says in his book *Great Trains of All Time,* and "the Santa Fe had uniformed messengers meet the *California Limited* and another extra-fare train, *De Luxe Express,* at the top of Cajon Pass and give each lady passenger a bouquet of fresh-cut flowers and each gentleman an alligator billfold."

Ah, those were the halcyon days of steam railroading! Today the carriers cut down sharply not only on luxuries but even on necessities in order to trim their losses in passenger revenue. But the New Haven still lets travelers satisfy their thirst in buffet-parlor cars where alcoholic beverages are sold exclusively. And that fact helps to keep the ledger in black.

Last year the road took in $823,083 from food sales and $893,690 from drinks. Liquor revenues were some $60,000 more than food receipts. Other roads vary in this respect. The Pennsy, for instance, took in $3,783,268 for nutrition last year and $1,500,682 for booze—which, on a percentage basis, is very different from the New Haven's proportion.

LAST YEAR, too, the New Haven made almost seven cents in profit on every dollar paid for food and alcoholic beverages. It made four cents in in 1961, seven cents in 1960, eight cents in 1959, and four cents in 1958. Aside from the Long Island, the Wabash is the only other road in America which recently came close to breaking even in this department, with an operating ratio of $1.02, a loss of only two cents on every dining car dollar.

The Pennsy's ratio was $1.18, the UP's $1.76, the B&O's $1.39, the C&O's $1.49, the NP's $1.38, the Southern's $1.49, the NYC's $1.27, the SP's $1.38, and the Atlantic Coast Line's $1.31.

Fred Duprey deserves much credit for the New Haven's favorable figures. The veteran manager of dining car service began his railroad career as a freight clerk and became a flagman, then a conductor, before transferring to the diners, He told me that he had cut down the number of commissary workers to just enough to handle the job and had effected other major savings through purchasing techniques.

"One time," he said, "we used to buy enough lamb, let's say, to last a year when the market price seemed good, but now we've got our inventory trimmed to just enough for immediate needs. This means a big saving in storage costs. Moreover, we bake our own bread, rolls, and pastry in a cook car in the Boston yards. And we rely on our stewards to estimate closely the amount of food needed for a trip, so there won't be any waste."

Although the New Haven's dining service shows a profit, the road itself is in danger of going out of business altogether and has petitioned the Interstate Commerce Commission to let it get into the proposed Pennsy-New York Central merger. At a recent ICC hearing the New Haven's court-appointed trustees announced that steps, would be taken soon to eliminate all of the road's commuter service. If that happens, the dining cars will have very few customers, and profit will disappear.

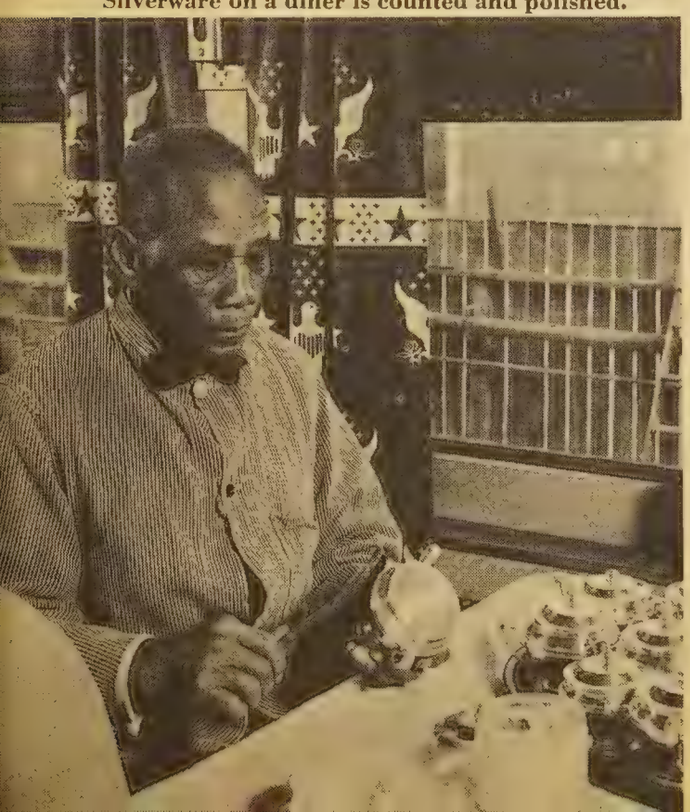
May 10, 1959: members of dining-car crew at Easton, Pa., on last run of the Lehigh Valley's *Black Diamond.*
David Plowden, Brooklyn, N.Y.

The day may not be too far off when a scene enacted two years ago at Allentown, Pa., will be repeated in New York or Boston. Thousands of men and women bucked wind and rain to storm an Allentown department store. "It was the biggest crowd in our history," said Max Hess, the store's president. "Ironically, it was all due to the fact that the public had lost interest in riding the Lehigh Valley Railroad."

When the LV went out of passenger business it sold all of its elegant dining car silver to Hess's store, and the store put much of it on sale at practically nickel and dime prices. ●

New Haven Railroad

Silverware on a diner is counted and polished.



Union Pacific Railroad

Thrifty meals in lunch counter-cafe lounge cars of UP domeliners.

Steam from Altoona

by WILLIAM D. GORMAN

ROCKING slightly because she had no trailing load to hold her down as she crossed the switch-points, a huge new Pennsylvania locomotive of the Q-2 class steamed slowly out of the Juniata Shops and through the Altoona Yard limits. By the time she hit Burgeon's run and started to climb the mountain toward Horseshoe Curve the black smoke of her banked fire had given way to a beautiful white plume.

Fireman W. C. Fink was working industriously with a clinker hook to transform two dull red spots in her firebox into the more suitable "white hot with whiskers" color. The Q-2's exhaust barked louder as Engineman Ike Burket let her out a little. Depositing two big clinkers on the metalic cab floor, the ashcat kicked them into a corner of the tender. A few seconds later the safety valve popped with a white spume of steam.

Fink cut back on the stoker wheel. After the steam gage had held steadily at 300 pounds for several minutes, he pulled a lead-covered torpedo out of his pocket, peeled off the lead foil, and wrapped it around the stoker wheel so that the firemen who followed him would know just where to set the wheel to insure 300 pounds of steam for ascending the Alleghenies. Then he wiped his sweating brow with a bandanna as the giant engine steamed into the 92-feet-per-mile grade of Horseshoe Curve.

She circled the curve easily with the steam holding firm. After pulling into Gallitzin, she went down over the New Portage, around the Muleshoe, and rolled on through Blair's Gap and back onto the main line into Altoona. Clicking along proudly, she threaded her way to the enginehouse to wind up her test run as one of the final steam locomotives built at the Pennsy's Altoona Shops.

"How do you like her, Ike?" the fireman asked as they were walking away.

Burket shrugged. "Too much iron."

Although built mostly of steel and alloy, the Q-2 was, indeed, a lot of "iron." She weighed 619,100 pounds, a monster of 300-odd tons built to War Production Board specifications which included just about all the improvements made to steam locomotives for more than century. But Burket's skepticism was confirmed later when one Q ran another one into the ditch in the mountains. It seems the Pennsylvania Railroad trackage had two places where clearance limits would not let two mighty steamers pass each other.

Building a steam locomotive was a massive undertaking. These two men installed boiler tubes in a mighty 4-8-2 at the Pennsylvania's Juniata shops in Altoona.
William M. Rittase, Philadelphia (PRR Library)

Pennsy No. 4497, class I-1s, eastbound from Newberry Junction, Pa., to Enola in June, 1955, crosses Rockville Bridge.
Photo by David Plowden

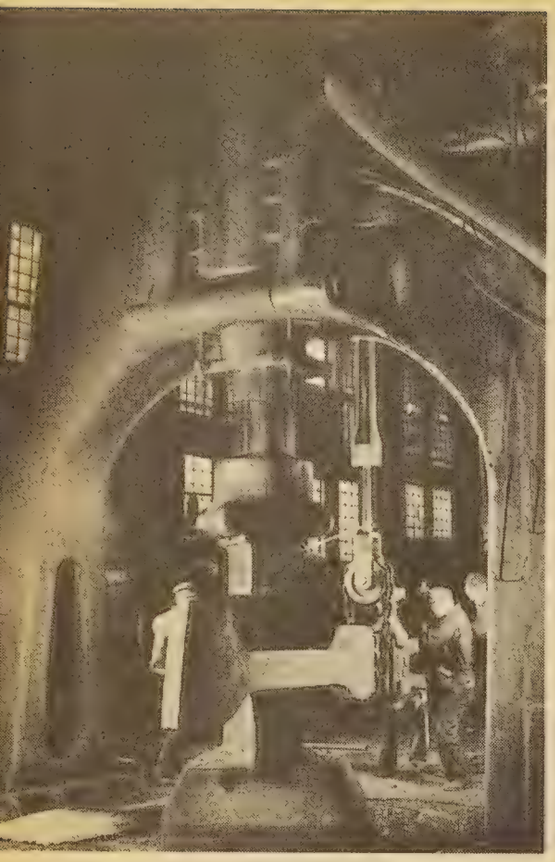
Meanwhile, an executive order had gone to build even greater power. From top brass came the request for "a locomotive designed to handle 380-ton passenger trains at 100 miles per hour with one fuel stop over the 713-mile run from Harrisburg to Chicago."

Altoona Works' answer to this was the T-1: eight driving wheels motivated by four cylinders and four-wheel leading and trailing trucks—in short, a 4-4-4-4. Fifty of them were ordered, geared differently for passenger and freight service, to form the backbone of the Keystone Road's pulling power from the end of electrified track at Harrisburg all the way to Chicago.

Like the Q's, the T's proved to be a lot of iron. They had a bad habit of nosing off the rails occasionally on the Fort Wayne side of Pittsburgh station, where the main stem curves toward the northwest, and the company had to make a costly realignment of tracks there. In addition, the 80-inch drivers imparted a surging effect that gave passengers a somewhat jerky ride. This same surge of too much power resulted also in numerous drawbars being yanked out on freight runs.

For these reasons, among others, diesels moved in relentlessly to mark the end of a glorious near-century of building, rebuilding, and repairing steam locomotives in Altoona.

ORIGINALLY named Allatoona from a Cherokee Indian term meaning "high lands of great worth," three large farms were located there in 1849.



The locomotive connecting rod being forged at Juniata Shops was so huge that the workmen looked like midgets.
W. M. Rittase (PRR Library)

At that time the Pennsy was pushing into McVeytown from the east. A man with a southern accent, Archibald Wright dropped off a passenger train at track's end and proceeded into Altoona, where he bought the middle of those three farms from David Robeson for $11,000. From this simple beginning sprang the city which became the world's most extensive railroad car and locomotive building center.

In 1850 the PRR end of track went into Hollidaysburg and the following year it entered what is now Altoona. Even before it reached there, work was started on a shop building which would turn out its first locomotive a few months after the Civil War guns had stopped booming.

Prior to 1866, most Pennsy locomotives had been built by Matthias W. Baldwin and Norris Brothers, both of Philadephia, Pa., Ross Winans of Baltimore, Md., and the lesser-known Smith & Perkins of Alexandria, Va. Some odd-looking specimens created by Winans were known as Camels (not Camelbacks) because the cab was mounted atop the boiler. Baldwin and S&P outshopped rigid-frame 0-8-0's, and Pennsy's first American type (4-4-0) came from Norris.

These various types were given regular and class repairs at Altoona. So many engines had been repaired and rebuilt at Altoona that the first one completely built there, in 1866, caused little furor. The Pennsylvania Railroad had no public relations staff then, certainly not the kind of staff that publicized so effectively the 127.1-mph record made by the Atlantic type 7002 in 1905.

Altoona's first locomotive, numbered 142, was an Eight-wheeler with 61-inch driving wheels and 16x24-inch cylinders. Total engine weight, slightly over thirty tons. Typical of the period, she had horizontal cylinders and plain slide valves, a Stephenson link motion, and a wagon-top boiler with a deep firebox between the axles. She was followed by a steady succession of steaming sisters.

The Vauclain father-son team played a major role in building locomotives. After some years in that field, Andrew J. Vauclain joined the Keystone Road at Altoona in 1856 and held several executive jobs there until he died in 1887. His son Samuel went into the Altoona Shops as an apprentice, later working as a machinist and foreman. In 1883, recognizing his ability and the wealth of experience gained from his father, the Baldwin Locomotive Works offered Samuel a position. He accepted and, in Horatio Alger fashion, rose to the presidency of Baldwin.

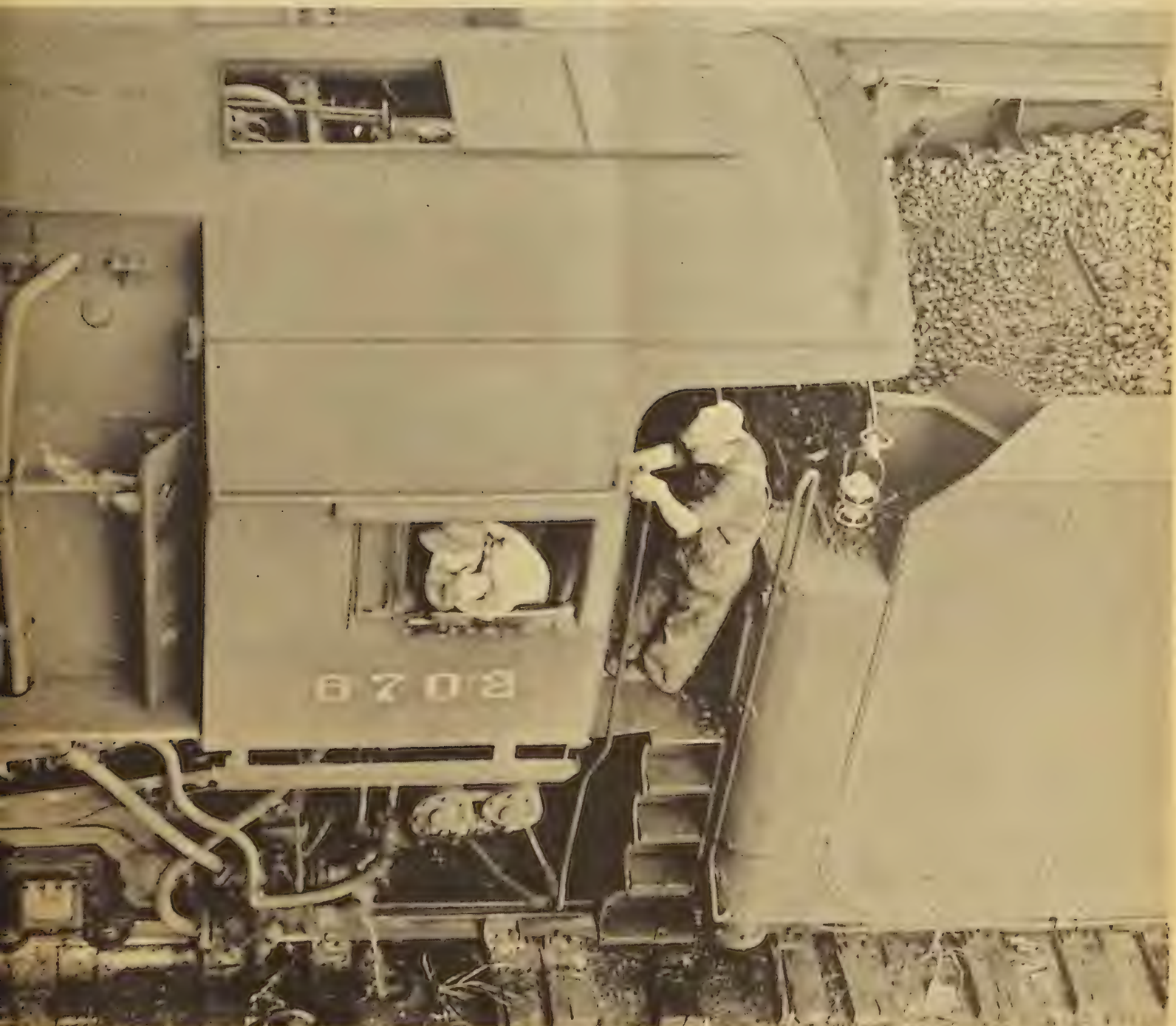
Another early-day genius, John P. Laird, was appointed master of machinery at Atloona in the wartime year of 1862. Laird drove himself as hard as he drove his men. He invented a balloon-shaped stack which proved a great success as a spark arrester and also designed a two-bar guide which survived long after his death. From his Scotch forebears Laird had acquired the typical thrift of his clan. To him an engine was a source of power and not something to be adorned. Under his hard-fisted economy, Pennsy locomotives lost much of their glamour but gained in efficiency.

With the expansive nation needing more steam, Altoona undertook a three-fold program to improve the metal in

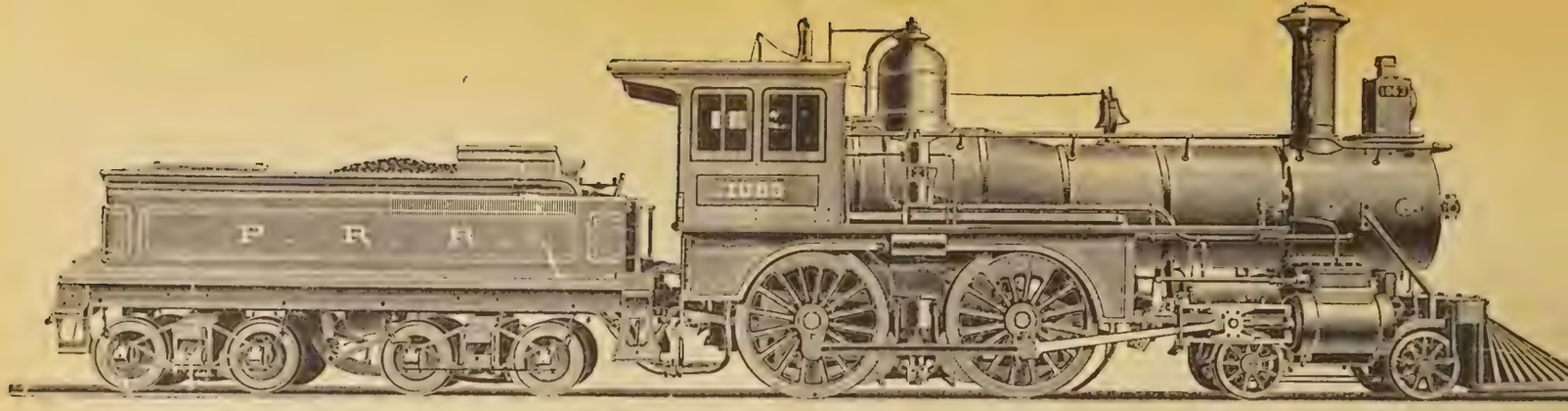
George H. Ritz (author's collection)

Pennsy Pacific No. 43, class K4s, built at Juniata Shops in 1917, wheeled fast passenger trains between Camden and Atlantic City.

(Left) Juniata Shops of PRR's huge Altoona Works, world's largest railroad shops. (Above) Making a locomotive boiler.
Pennsylvania Railroad Library

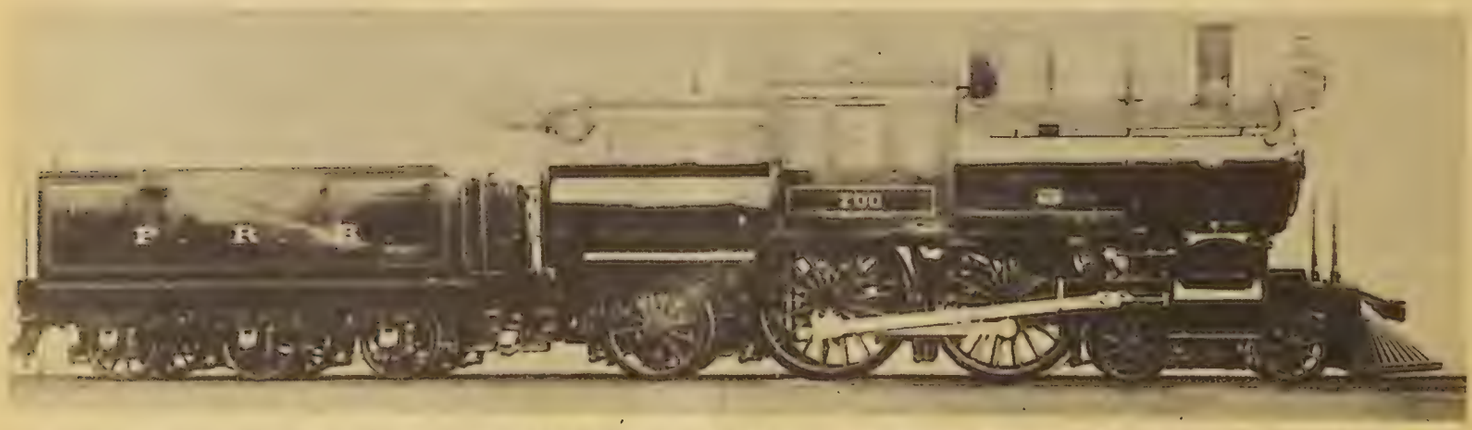


Ten years ago: crew of Altoona-built M-1 awaits highball from Enola Yard with Susquehanna Div. freight to Renova, Pa.
David Plowden, 44 Remsen St., Brooklyn, N.Y.



Altoona turned out hundreds of good American types, beginning in 1866 and including the cap-stacked 1063 pictured here.

Locomotive construction and repair shops at Altoona, which built a total of some 20,000 engines, exact figure not known.
Pennsylvania Railroad Library



Like her sisters the 698 and 820, No. 700 was a high-speed Atlantic type Camelback with 80-inch drivers and 185 pounds of boiler pressure, built at the Juniata Shops in 1899 to compete with the Reading's fast passenger service to the seashore. Sold in about 1902 to the Long Island Rail Road, the three 4-4-2's were renumbered 198-200 and were scrapped in 1911.
Pennsylvania Railroad Library

Rare photograph, dated 1887, of Pittsburgh, Fort Wayne & Chicago (now PRR) freight train. Engine number not known.
Collection of the late Freeman H. Stokes, BERA

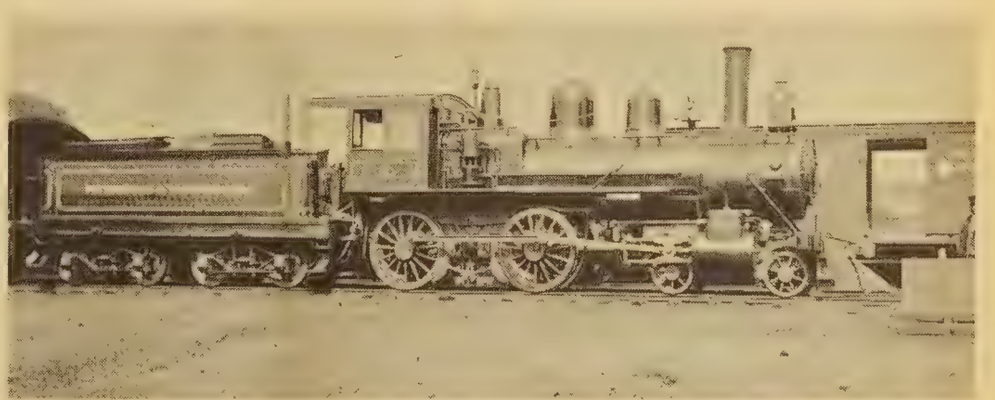
engines, build better fireboxes, and produce additional power. Copper was used in manufacturing boilers until the men found that American homogenous cast-steel with steel tubes surpassed it for railroad purposes.

ALTOONA boomed. Statistics tell only part of the story. In 1860, just before Lincoln became President, the city had less than 4,000 residents. By 1900 this figure had increased almost tenfold. In 1867 the PRR owned 415 locomotives; sixteen years later this number was more than doubled.

To meet the growing demands for power, the new Juniata Shops, were completed and opened in 1892 with a capacity of 150 new locomotives a year. These were the first railroad shops equipped with both electric and hydraulic power, and the engines they turned out made history. One 4-4-0 built there in 1895 ran on the rough and tough Middle Division for more than three and a half years before being shopped for class repairs.

By 1900 the Pennsy had 3,576 locomotives in service, an immense stable of puffing iron horses, but still more power was needed, so Altoona went to work on improving the boilers. Between 1868 and 1900 the grate area of the average engine was doubled while its steam pressure rose from 125 pounds to 225. To lift the power even higher called for larger areas of heating surface, and soon the fireboxes were being built to railroad clearance limits.

The problem of creating bigger fireboxes within the clearance limits was solved by adding a small pair of wheels or a trailer truck with low wheels. Placed under the firebox, this innovation carried the weight and at the same time permitted a larger firebox than was possible if it were mounted between the driving wheels. As an outgrowth of this, the first Atlantic type, or 4-4-2,



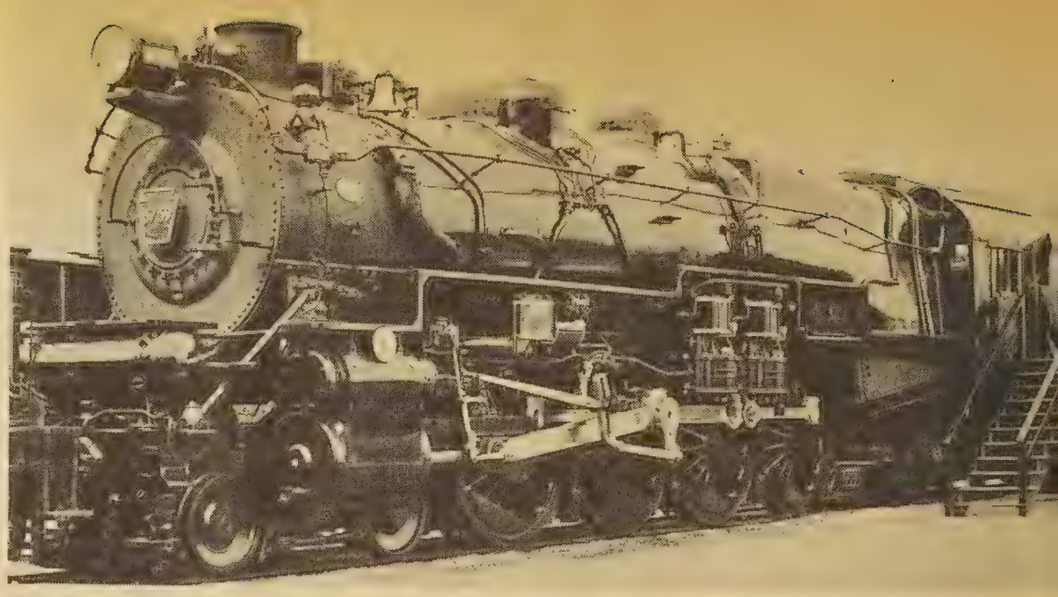
Pittsburgh & Susquehanna No. 5, originally Pennsy No. 0936, class D-10, built at Altoona in 1891, sold to the P&S in 1912, rebuilt and repainted at Altoona.
C. P. Nordberg, 1214 19th Ave., Allentown, Pa.

appeared in the Keystone Road, thus starting a whole series of locomotives with small wheels or trailer trucks.

In 1927 one of those Altoona-built Atlantics, No. 460, broke the then-existing speed record from Washington, D. C., to Manhattan Transfer, N. J., eclipsing an airplane. Both train and plane carried motion picture news films of Charles A. Lindergh's solo flight to Paris and return to U. S. Hauling two steel passenger cars, the Class E-6 engine clicked off 216 miles in 175 minutes, including one stop. From Washington to Fulton Junction the train rolled at an 80-mile clip. It slipped just under the 80 mph from there to Brill tower in Philadelphia and then it really burned the ballast, averaging 85 for the rest of the way. While the train was running the films were developed, and they were shown in New York well in advance of similar films which had left the capital by air but which had to processed after reaching the big city.

With the success of the Atlantics, Altoona also turned out Pacifics (4-6-2's). In 1910 the first of these, designated Class K-2, rolled out of Juniata Shops. As originally constructed, these engines used saturated steam. One of them. No. 7514, was equipped experimentally with superheaters. Her thrilling performance surpassed the other K-2's to such an extent that superheaters were specified for all new locomotives. A program was undertaken to install them in all existing power that went to the shops for class repairs.

Altoona also built Mikados during this period. Except for wheel arrangement, the 2-8-2's were similar to Pacifics, and interchangable details were used wherever practical in both types. But the famous Altoona builders ran into trouble in 1923 when they turned out their Mountain type, No. 4700.



PRR No. 6759, class M-1a, on exhibition at the New York World's Fair in 1940.

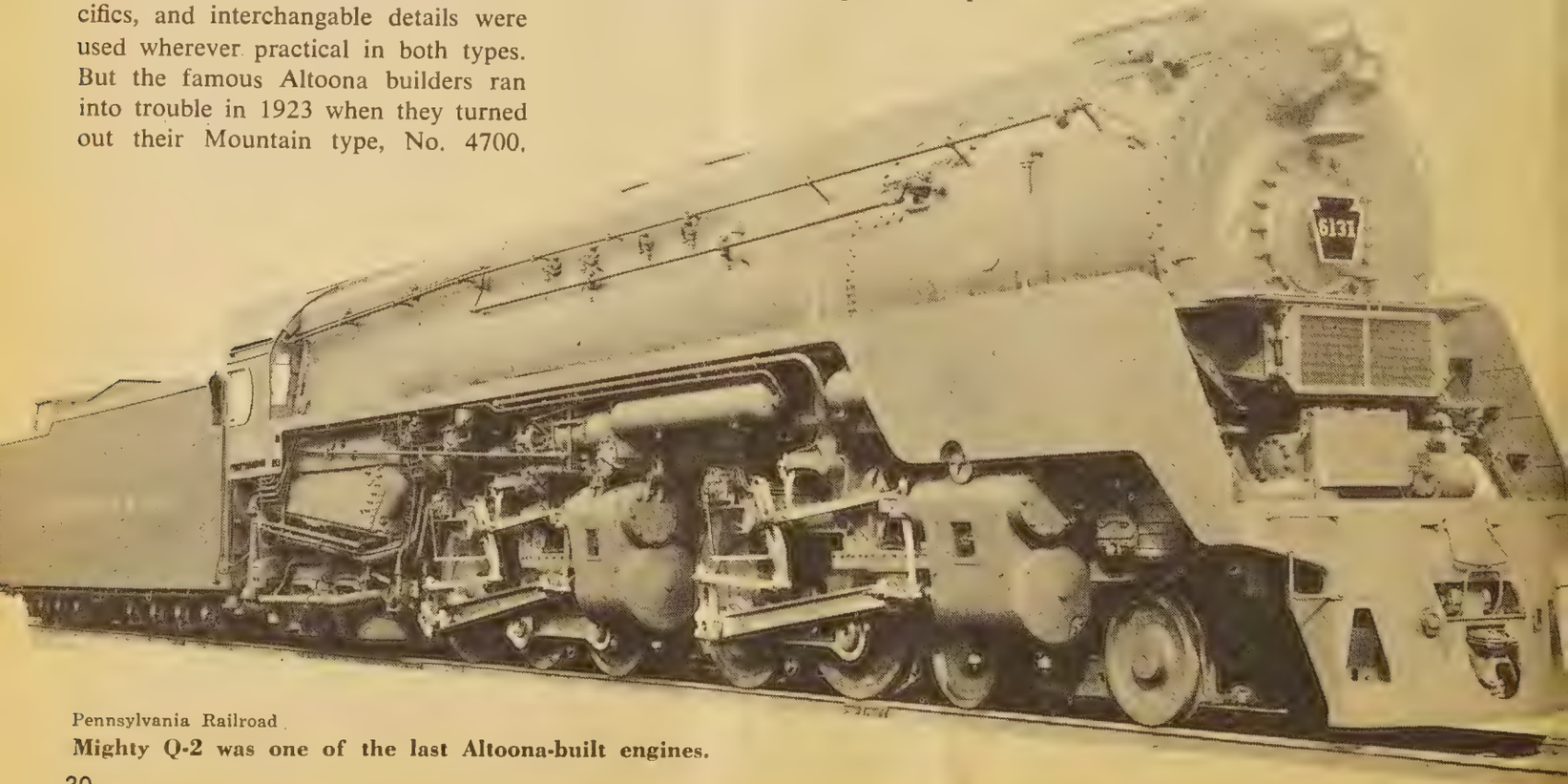
This 4-8-2 worked fine at low speeds but when the hogger tried to turn on the power she would lift water and carry it over into the cylinders. Back to the shops she went. At first the men tried lengthening the vertical distance between water level and throttle increas- in the boiler diameter, and then removing the feedwater heater. Finally they revised the M-1 class design completely and came up with a winner.

ALTHOUGH the refined Mountians were good for use almost anywhere, they operated mostly with freight on the then Middle Division between Harrisburg and Altoona, a run of 130 miles which includes a westbound rise of 862.5 feet. The improved M-1's handled 125-car trains over this territory in about four hours' running time and performed tough jobs with distinction.

Their success prompted the railroad to order 100 more, known as Class M1a, in 1930. Altoona built 25 while Baldwin supplied 50 and Lima the other 25. By this time the Altoona Works was well stabilized. It employed well over 11,000 men in its four units: the Altoona Machine Shops, the Altoona Car Shops, the Juniata Shops, and the South Altoona Foundries.

"We can make anything from a collar button to a battlesship," one employee boasted.

Altoona made good that boast. Locomotives built there increased in weight from 137,700 pounds for the D1 of 1866 to 768,360 pounds for the



Pennsylvania Railroad

Mighty Q-2 was one of the last Altoona-built engines.

"No. 3747, class K4s, rolling over the New York & Long Branch on a Sunday afternoon in August '57, shown pulling out of Elberon, N.J., my old home town, was the last Pennsylvania steam I ever saw," says photogrpher Mac Owen, Newcastle, Calif.

class M-1a's. During World War 1 the Pennsy experimented with heavy Mallets and other mammoth power and acquired some class N-2's, the standard 2-10-2 built for the United States Railroad Administration.

During the long and gloomy depression of the 1930's the Pennsy had to cut corners, like everyone else, and the Atlantic, Pacific, and Mountain types emerged as its most economical pulling power. The Pacifics, improved with heat-treated and hollow-bored driving axles, crank pins, and pistons, plus special alloy main and side rods and equipped with stokers and superheaters, took the lead as passenger-haulers. The Mountains generally excelled in freight service.

But modern electric locomotives and Rudolf Diesel's brain-child had been making persistent inroads. During World War II the Pennsy virtually ran the wheels off its steam power while making elaborate plans to replace the whole fleet after the war. Meanwhile, for even greater tractive force and super-power, construction engineers designed multiple-cylinder jobs like the T's and Q's and fooled around with a novel and gigantic steam-turbine locomotive, S-2. In addition, they collaborated on the development of a gas-turbine job.

On January 1, 1946, at the peak of steam development Pennsylvania Railroad had 4,718 locomotives available for service. The 693 passenger steamers included three Eight-wheelers, 93 Atlantics, 90 Ten-wheelers, 490 Pacifics, 15 rigid–frame 4-4-4-4's, one rigid–frame 6-4-4-6, and one 6–8–6 turbine.

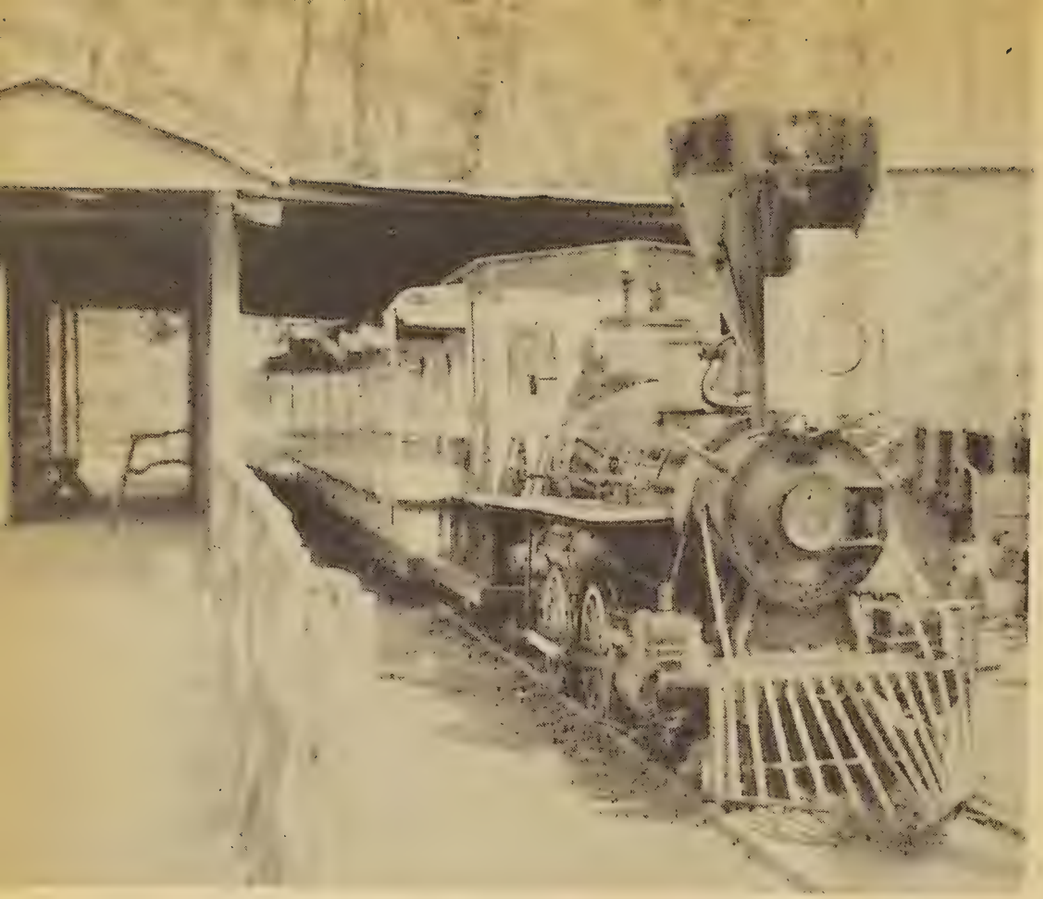
Among the 3,097 freight steamers 1271 Consolidations, 579 Mikes, 301 Mountains, 598 Decapods, 190 Santa Fe types, 125 Texas types, ten Mallet articulated 0-8-8-0's, six Mallet articulated 2-8-8-2's one rigid-frame 4-6-4-4, and and 25 rigid-frame 4-4-6-4's. There were 46 four–coupled 0-4-0's, 482 six-coupled 0-6-0's, and 90 eight-coupled 0-8-0's making a total of 618 puffing switchers.

Early in 1946 the Pennsy also owned and operated 114 electric passenger engines, 140 electric freight hogs, and 28 electric switchers, altogether 282 juicers. Also three gas-electric locomotives and 25 oil-electrics.

Soon diesels and electrics were stealing the show from the old reliable steamers, which had fought the good fight for more than a century, and the iron horse was forced to bow out abruptly, with more than a slight nudge from General Motors.

The final Altoona-built locomotive, T-1 No. 5525, completed in June, 1946, evoked as little fanfare as had the first one. The public relations department made no official announcement that PRR was building its last puffer. In fact, as work halted on steam jobs at Juniata, the company still had other steam locomotives in the drawing-board stage which never went into production.

Altoona then shifted its resources to maintaining electrics and diesels. Something glamorous and unforgetable had gone from a major railroad system and a great American industry.



Frontier City's locomotive roster consists of a six-ton 4-4-0 costing $12,000.

No. 3 is the only steam locomotive that many Virginia children have ever seen.

MIDGET Railroading

by H. Reid

Photographs by the Author

BILL RHYNE was expecting a girl when his telephone rang. A blonde from Norfolk to pose for publicity shots.

At the same instant, beside a "Wild West" blockhouse near the Atlantic shoreline of Virginia Beach, another bell rang in a different key, the bell of a midget diamond-stacked 4-4-0. Bill listened absently to the hollow exhaust of the amusement-park eight-wheeler. He watched it trundle past the planked front gate, sun-bowed in the Virginia mid-summer, with a full load of 130 grinning and squealing passengers. Then he lifted the receiver.

"Frontier City. May I help you?"

It wasn't the girl. A male voice answered: "Yes. Does your locomotive smoke?"

"Well, some," Bill hedged. "We're changing coal. I just went to Newport News and bought a smokeless type."

"You still have some of the old kind?"

The manager of the two-foot-gage railroad glanced out the window. His brassbound American type, No. 3, looking builder-fresh in its new coat of red and black paint, mosied into a resiny-smelling pine grove. Stringy smoke threaded through upper fringes of the evergreens.

"I am afraid we do."

"Good! Save some for me this afternoon. I'm a photographer, I'll be right down."

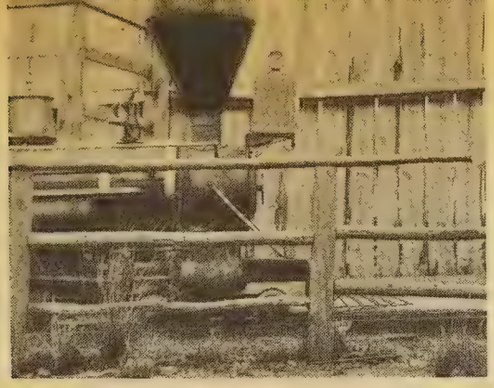
Bill was curious. "You want smoke?"

"By all means. It's best for railroad pictures, you know. What kind of motive power do you have?"

Until then, Bill Rhyne had been densely ignorant of any relationship between smoke and photography. He'd been a newspaper ad leg-man with no interest in rail lore. From soliciting advertisements for a daily paper he had just stepped into the job of operating Frontier City's playspot railroad, now three years old, with the notion that he simply had a choo-choo to run for kids.

The existence of railfans, especially the grown-up variety posing technical questions, surprised him. But Bill was not one to be caught napping. He prudently memorized the Whyte system of steam engine classification, along with the three-spot's specification sheet, and so was ready for the man on the phone.

"We have a 4-4-0 with eleven hun-



No. 3 waits to begin a mile loop run.

dred pounds of tractive effort," he said glibly. "It has 18-inch drivers and 4½x 7-inch cylinders and a working boiler pressure of 150 pounds. You may take as many pictures as you wish."

He could have added that the engine weighed six tons and was built especially for Frontier City in 1960 by Crown Metal Products Company at a cost of $12,000. Bill Rhyne, earnest and ruddy-faced, had come to like the squat little three-spot. As a business consideration, it outdrew Frontier City's other rides: the pony path, the stagecoach, and even the stern-wheel boat. All last summer the train averaged 12,000 customers a day: boys and girls eating pink cotton candy and their parents wearing gift deputy-marshal stars pinned to the shirt front.

At a quarter a ticket, Bill has good reason to admire No. 3. He wonders, though, like other park railroaders throughout the country, why steam buffs go for a midget locomotive without a pedigree or a past. Still more puzzling to him is the appeal it has for some prototype railroaders—like, for example, the quondam Virginian Railway fireman who was now watching the *Frontier Express* round the mile loop of 14-pound rail back to the blockhouse.

The old ashcat spoke to Dave Trusdale, a University of Virginia student who spends his summer vacations in the 4-4-0's cab wheeling the kiddies.

"Where's your lubricator?" he asked.

"Oh, it's hidden right up here on the left." Dave pointed to a curious box riding close to pilot wheels. "Once, sir, my lubricator overheated from the boiler's being so close."

"What happens when you have trouble like that?"

"I fix it." The young man waved toward an open-air shop equipped all the way up to flue jobs. "I work in the morning before the place opens up at one. Along about 12:30 I better get cracking the throttle."

"How about derailments?"

"The engine never jumps. Once, a car did."

"What'd you do?"

"We borrowed a stagecoach driver and some of the 'bad guys' in the hold-ups—and I think one of the girls in the Longhorn Saloon helped out, too. We lifted the car back into place."

Dave Trusdale shows the girl from Norfolk how to fire a midget steam engine.

Two American beauties: Candy Womack and the amusement-park eight-wheeler.

The retired Class 1 railroader stared at the dinky. His mind must have been going back to his days aboard a Virginian MB Class Mikado. "Son, do you really like running a steam engine?"

"Yes, sir." Dave wiped a smutty, sweated brow. "It gets a little sticky on hot days, but I don't mind telling you—" He paused and reddened. "I love this pot, if you don't think I'm sounding silly."

The aging man with a shovel-hardened hand reassured him. "No, I don't think it's silly at all."

Dave shifted the talk to something foolish. "A lot of kids want to know where we hide the batteries."

The two steam men chuckled. A minute later Bill Rhyne introduced them to a willowy young blonde with sky-blue eyes who stood beside the engine.

"We've been expecting you." said Dave.

Miss Candy Womack smiled. An aspiring model, she had come from her home at 1308 Jenifer Street, Norfolk, to pose for publicity photographs with No. 3. Dave chivalrously cleared the stack so as not to smudge her pretty yellow dress. Candy surprised him by referring to Norfolk & Western power, specifically Class J 4-8-4's.

"They could really fly," she enthused.

Dave reckoned No. 3 was slower.

The girl nodded. "But there's a lot of railroading in your little engine."

Dave reached into the cab, fished out his camera, a plastic blue boxlike affair, and with permission took her picture. Just at that moment the clicking of a larger shutter caught the scene in full color. That scene, with Candy Womack as a cover girl, appears on the current issue of *Railroad Magazine*. ●

CANADIAN NATIONAL SYSTEM

Locomotive roster compiled by Sy Reich

The *Super Continental*, pride of the CN, resplendent in green, gold, and black livery, went into service on April 24, 1955.
Canadian National Railways

R'road Class	Road Numbers	Owner	HP	Builder	Bldr.'s Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
ES-4a	775-777	NFLD	380	GE	?	B-B	13,000	97,000	1948	31
ES-5a	74	CN	500	GE	80 ton	B-B	20,000	161,000	1947	3
GS-6a	78-79	GTW	600	GM-EMD	SW	B-B	22,000	201,000	1938	11
GS-8a	7150-7171	CN	800	GMD	SW8	B-B	36,000	232,000	1951	64
GS-8b	7172-7183	CN	800	GMD	SW8	B-B	36,000	232,000	1951	65
GS-9a	7200-7224	CN	900	GMD	SW900	B-B	36,000	229,000	1953-4	66
GS-9b	7225-7226	CN	900	GM-EMD	SW900	B-B	36,000	230,000	1956	
GS-9b	7227-7232	GTW	900	GM-EMD	SW900	B-B	36,000	230,000	1956	
GS-9c	7233-7242	CN	900	GMD	SW900	B-B	36,000	232,000	1957	
GS-9d	7243-7252	CN	900	GMD	SW900	B-B	36,000	233,000	1958	
GS-9d	7600-7608	CN	900	GMD	SW900	B-B	40,000	249,000	1958	67
GS-9e	7262-7268	GTW	900	GM-EMD	SW900	B-B	36,000	232,000	1958	
GS-10a	7900-7914	GTW	1000	GM-EMD	NW2	B-B	31,000	247,000	1941-2	1
GS-10a	7936-7945	CN	1000	GM-EMD	NW2	B-B	31,000	248,000	1946	
GS-10a	7956-7965	CN	1000	GM-EMD	NW2	B-B	31,000	247,000	1947	
GS-10a	7966-7974	GTW	1000	GM-EMD	NW2	B-B	31,000	247,000	1947-8	
GS-12a	7000-7009	CN	1200	GMD	SW9	B-B	36,000	247,000	1952	
GS-12b	7010-7014	GTW	1200	GM-EMD	SW9	B-B	36,000	247,000	1952	
GS-12c	7015-7016	GTW	1200	GM-EMD	SW9	B-B	36,000	246,000	1953	
GS-12d	7017-7019	GTW	1200	GM-EMD	SW1200	B-B	36,000	246,000	1955	
GS-12e	7020-7030	CN	1200	GMD	SW1200	B-B	36,000	246,000	1956	
GS-12f	7031-7033	CN	1200	GMD	SW1200	B-B	36,000	246,000	1957	
GS-12g	7034-7035	CN	1200	GMD	SW1200	B-B	36,000	246,000	1959	
LS-3a	500	CN	250	O'h'wa Ry.	.....	B-B	4,000	90,000	1947	2
LS-4a	77	CN	380	CLC-CHW	?	?	15,000	142,000	1929	24
LS-5a	73	GTW	500	Brill	?	?	18,000	163,000	1929	17
MS-7a	8450-8461	CN	660	MCGE	S11	B-B	30,000	198,000	1951-2	28
MS-7b	8462-8483	CN	660	MCGE	S11	B-B	30,000	199,000	1953	
MS-7c	8484-8498	CN	660	MCGE	S11	B-B	30,000	199,000	1954	
MS-10a	8091-8092	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1942	68
MS-10a	8093-8095	CV	1000	Alco-GE	S2	B-B	34,000	230,000	1941-2	69
MS-10a	8096-8111	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1944,6	70
MS-10a	8112-8121	CN	1000	Alco-GE	S2	B-B	34,000	230,000	1947	71
MS-10a	8122-8141	CN	1000	MCGE	S4	B-B	34,000	234,000	1949	72
MS-10b	8142-8161	CN	1000	MCGE	S4	B-B	34,000	234,000	1949-0	73
MS-10b	8162	CV	1000	Alco-GE	S4	B-B	34,000	234,000	1951	74
MS-10c	8016-8025	CN	1000	MCGE	S4	B-B	34,000	234,000	1951-2	
MS-10d	8026-8027	CV	1000	Alco-GE	S4	B-B	34,000	230,000	1953	15
MS-10e	8028-8033	CN	1000	MCGE	S4	B-B	34,000	230,000	1954	
MS-10f	8034-8035	GTW	1000	Alco	S4	B-B	34,000	234,000	1955	
MS-10g	8036-8077	CN	1000	MLW	S4	B-B	34,000	230,000	1955-6	
MS-10h	8078-8079	CN	1000	MLW	S4	B-B	34,000	231,000	1955	
MS-10j	8080-8081	CV	1000	Alco	S4	B-B	34,000	232,000	1955	
MS-10j	8082	GTW	1000	Alco	S4	B-B	34,000	232,000	1955	
MS-10k	8083-8090	GTW	1000	Alco	S4	B-B	34,000	232,000	1955	

CN Steam Power

Canadian National owns 24 steam engines, including 3 in its Museum-train consist (Nos. 674, 40, 247). The others are spread over much of the system. No. 2524 is held at Longue Point, Que.; 5093 at Regina, Sask.; 5107, Montreal yard; 5114, Transcona, Man.; 5700 and 6400, Stratford, Ont.; 6077, Fort Rouge, Man.; and 8447, Turcot, Que.

No. 6100 is kept permanently at Jasper, Alta., on public display. She is still owned by CN and maintained by CN employees as a public service.

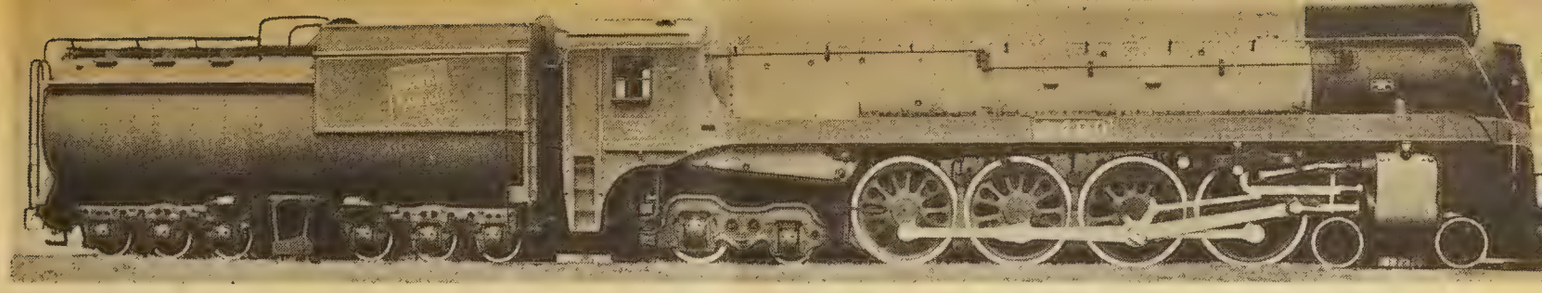
No. 6167, based at Toronto, is the only steam engine operated by a Class 1 railway in Canada. She is used for fan trips but is being retired this year and replaced by 6218, now undergoing repairs in the Stratford Shops. All the above are earmarked for a museum, historical group, or similar outfit.

These 10 CN steamers are held at Point St. Charles, Que., for Canadian Ry. Historical Asso.: 49, 1165, 1520, 2601, 3239, 4190, 5550, 5702, 6015, 6158.

CN Roster Notes

Based on data from CN's Manager of News Service and the Montreal Locomotive Works, this roster is accurate as of Feb. 15, 1963.

Railroad abbreviations: CN—Canadian National; NFLD—Newfoundland narrow-gage operations of



No. 6400, class U-4a, built 1936, held at Stratford, Ont., is one of the 24 steam engines owned today by Canadian National.
Canadian National Railways

CN; GTW—Grand Trunk Western; CV—Central of Vermont; GT—Grand Trunk; DW&P—Duluth, Winnipeg & Pacific.

Locomotive builders: GE—General Electric; GM-EMD—General Motors—Electro Motive Div.; GMD—General Motors Diesel Ltd.; CLC—Canadian Locomotive Co.; CWH—Canadian Westinghouse; CMGE—Montreal Locomotive Works and Canadian CMGE Alco—American Locomotive Co.; Alco Pr.—Alco Products; MLW—Montreal Locomotive Works.

(1) 7900, 7902, 7905, 7907, 7910, 7912-7914 now assigned to CN. 7903 scrapped in 1946.

(2) Rebuilt at CN's Stratford Shops; ex-Oshawa Ry. 500.

(3) Ex National Harbor Board's (Vancouver) No. 1, purchased 1953.

(4) Originally 4496-4501, renumbered 4200-4205 in 1957. 4201, 4203, 4205 renumbered 4497, 4499, 4501 and heavier-type trucks applied.

(5) 9048 scrapped in 1953. 9054 scrapped in 1954.

(6) 9049 scrapped in 1953. 9051 scrapped in 1961.

(7) 9058 scrapped in 1956.

(8) 1621 scrapped in 1957. These units originally 7618-7621, renumbered 1618-1621 in 1954.

(9) 4538 scrapped in 1957.

(10) 9138 scrapped in 1957.

(11) 78-79 originally 7800-7801, renumbered in 1950. 79 scrapped in 1958.

(12) 1278 scrapped in 1959.

(13) Originally 1841-1858, renumbered 2200-2217 in 1956. 2208 scrapped in 1959.

(14) 4335 scrapped in 1959.

(15) 8026 scrapped in 1959.

(16) Ex 8706-8744 even only, renumbered in 1956 to 9306-9344 even only. 9310 scrapped in 1959.

(17) Ex 7730, renumbered 73, scrapped in 1960.

(18) Originally 7830-7847, renumbered 1800-1817 in 1954, then renumbered 3000-3017 in 1956. 3014 scrapped in 1960.

(19) Originally 1818-1840, renumbered 3018-3040 in 1956. 3027, 3028, 3030 scrapped in 1960.

(20) 4564, 4583 scrapped in 1960.

(21) 6517 scrapped in 1960.

(22) 6608 scrapped in 1960.

(23) 9090 scrapped in 1960. 9068 scrapped in 1961.

(24) Originally 7700, renumbered 77 in 1950, scrapped in 1962.

(25) 3 sold in 1962 to International Mineral & Chemical Corp. Canada Ltd.

(26) Originally 7802-7819. 7818-7819 renumbered 7800-7801 in 1951. 7800-7817 then renumbered 1526-1543 in 1954, then 26-43 in 1956. 43 sold to Dominion Steel & Coal Corp. in 1962. Then sold in 1962 sold to Arcadia Coal Co., Stellarton, N.S., Canada.

(27) 1072, 1077 sold Northern Alberta Ry. in 1962, renumbered 311-312.

(28) 8461 sold in 1962 to Acton Limestone Quarries, Ltd.

(29) Originally 7751, renumbered 7550 in 1951, then 1500 in 1954, then 1 in 1956.

(30) Originally 7752, renumbered 7551 in 1951, then 1501 in 1954, then 2 in 1956.

(31) 775-777 originally 5000-5002, renumbered in 1950.

(32) Originally 7670-7674, renumbered 1570-1574 in 1954, then 1100-1104 in 1956, then 850-854 in 1957.

(33) Originally 1575-1592, renumbered 1204-1221 in 1956.

(34) 1500-1503 originally 1505-1508, renumbered 1200-1203 in 1956, then 1500-1503 in 1957. 1500-1503 are all probably lettered GTW.

(35) Originally 1593-1597, renumbered 1222-1226 in 1956, then 1504-1508 in 1957.

(36) Originally 1269-1270, renumbered 1509-1510 in 1958.

(37) Originally 7600-7614, renumbered 1600-1614 in 1954.

(38) Originally 7615-7617, renumbered 1615-1617 in 1954.

(39) Originally 7622-7629, renumbered 1622-1629 in 1954.

(40) Originally 1544-1548, renumbered 1700-1704 in 1956.

(41) Originally 1549-1554, renumbered 1705-1710 in 1956.

(42) Originally 3000, renumbered 2900 in 1956.

(43) Originally 1861-1862, renumbered 3041-3042 in 1956. Now assigned to CN.

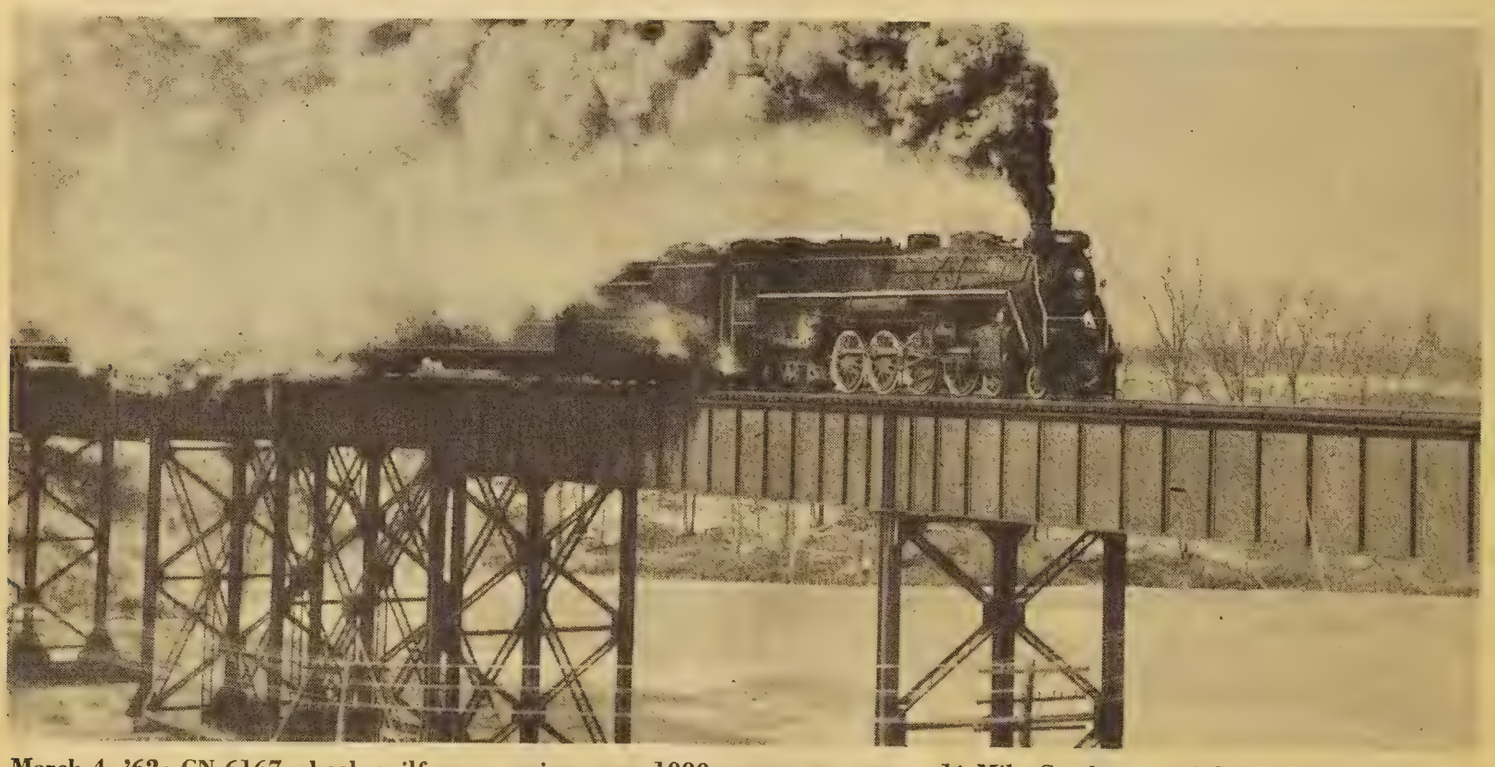
(44) Originally 1878-1880, renumbered 3058-3060 in 1956.

(45) Originally 1881-1885, renumbered 3061-3065 in 1956.

MS-101	8163-8195	CN	1000	MLW	S4	B-B	34,000	229,000	1956-7	
MS-10m	8196-8204	GTW	1000	Alco Pr.	S4	B-B	34,000	231,000	1956	
MS-10m	8205	CN	1000	Alco Pr.	S4	B-B	34,000	231,000	1956	
MS-10n	8206-8234	CN	1000	MLW	S4	B-B	34,000	228,000	1957	
MS-10p	8235-8245	CN	1000	MLW	S13	B-B	34,000	232,000	1958	
MS-10q	8500-8522	CN	1000	MLW	S13	B-B	36,000	233,000	1959	
MS-10r	8600-8625	CN	1000	MLW	S13	B-B	47,000	246,000	1959	
CR-12a	1600-1614	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1951-2	37
CRG-12b	1615-1617	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1951	38
CR-12c	1618-1621	CN	1200	CLC	H12-64	A1A-A1A	30,000	235,000	1952	8
CR-12d	1622-1629	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1953	39
CR-12e	1630-1639	CN	1200	CLC	H12-44	B-B	34,000	223,000	1955	
CR-12f	1640-1659	CN	1200	CLC	H12-44	B-B	36,000	222,000	1956	
CR-16a	2200-2217	CN	1600	CLC	H16-44	B-B	47,000	246,000	1955	13
CRG-24a	2900	CN	2400	CLC	H24-66	C-C	72,000	376,000	1955	42
ER-4a	1	CN	380	GE	44 ton	B-B	13,000	91,000	1947	29
ER-4a	2	CN	380	GE	44 ton	B-B	13,000	89,000	1947	30
ER-4b	3-5	CN	400	GE	44 ton	B-B	17,000	88,000	1956	25
ER-4c	6	CN	380	GE	44 ton	B-B	17,000	92,000	1942	
ER-6a	26-43	CN	600	GE	70 ton	B-B	23,000	140,000	1950	26
GR-9a	850-854	CN	875	GMD	G-8	B-B	32,000	171,000	1954	32
GR-9b	800-805	NFLD	875	GMD	G-8	A1A-A1A	17,000	166,000	1956	
GR-12a	900-902	NFLD	1200	GMD	NF-110	C-C	40,000	221,000	1952	
GR-12b	903-908	NFLD	1200	GMD	NF-110	C-C	40,000	222,000	1953	
GR-12c	1500	CV	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	34
GR-12c	1501	GTW	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	34
GR-12c	1502-1503	CV	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	34
GR-12d	1204-1221	CN	1200	GMD	SW1200	B-B	40,000	225,000	1956	33
GR-12e	1504-1508	CN	1200	GMD	SW1200	B-B	40,000	246,000	1955-6	35
GR-12f	1227-1247	CN	1200	GMD	SW1200	B-B	40,000	225,000	1956	
GR-12g	909-934	NFLD	1200	GMD	NF-210	C-C	40,000	226,000	1956	
GR-12h	1248-1268	CN	1200	GMD	SW1200	B-B	40,000	226,000	1956-7	
GR-12j	1509-1510	CV	1200	GM-EMD	SW1200	B-B	40,000	247,000	1957	36
GR-12k	1271-1288	CN	1200	GMD	SW1200	B-B	40,000	226,000	1957	12
GR-12l	1289-1304	CN	1200	GMD	SW1200	B-B	40,000	225,000	1958	
GR-12m	1000-1028	CN	1200	GMD	GMD1	A1A-A1A	30,000	239,000	1958	
GRG-12n	1900-1903	CN	1200	GMD	GMD1	B-B	40,000	246,000	1958	80
GRG-12n	1904-1917	CN	1200	GMD	GMD1	B-B	30,000	246,000	1958-9	80
GR-12p	935-937	NFLD	1200	GMD	NF210	C-C	40,000	227,000	1958	
GR-12r	1305-1337	CN	1200	GMD	SW1200	B-B	40,000	223,000	1958	
GR-12s	1029-1033	CN	1200	GMD	GMD1	A1A-A1A	30,000	238,000	1959	
GR-12t	1034-1049	CN	1200	GMD	GMD1	A1A-A1A	30,000	239,000	1959	
GR-12u	1338-1357	CN	1200	GMD	SW1200	B-B	40,000	223,000	1959	
GR-12w	1050-1067	CN	1200	GMD	GMD1	A1A-A1A	30,000	240,000	1959	
GR-12x	938-946	NFLD	1200	GMD	NF210	C-C	40,000	227,000	1960	
GR-12y	1358-1397	CN	1200	GMD	SW1200	B-B	40,000	222,000	1960	
GR-12z	1068-1077	CN	1200	GMD	GMD1	A1A-A1A	30,000	238,000	1960	27
GR-12za	1511	CV	1200	GM-EMD	SW1200	B-B	40,000	247,000	1960	
GR-12za	1512-1519	GTW	1200	GM-EMD	SW1200	B-B	40,000	247,000	1960	
GR-15a	4800-4819	CN	1500	GMD	GP7	B-B	44,000	246,000	1953	56
GR-15a	4820-4823	CN	1500	GMD	GP7	B-B	44,000	239,000	1953	57
GR-15b	4824	CN	1500	GMD	GP7	B-B	44,000	247,000	1958	58
GR-17a	4400-4426	CN	1750	GMD	GP9	B-B	44,000	248,000	1955	52
GR-17b	4427-4441	GTW	1750	GM-EMD	GP9	B-B	44,000	246,000	1954	53
GRG-17c	4900-4901	GTW	1750	GM-EMD	GP9	B-B	36,000	254,000	1954	59
GR-17d	4442-4450	GT	1750	GM-EMD	GP9	B-B	44,000	247,000	1956	54
GRG-17e	4902-4906	GT	1750	GM-EMD	GP9	B-B	44,000	251,000	1956	78
GR-17f	4451-4495	CN	1750	GMD	GP9	B-B	44,000	248,000	1955-6	55
GR-17g	4200-4205	CN	1750	GMD	GP9	B-B	44,000	231,000	1956	4
GR-17g	4497, 4499, 4501	CN	1750	GMD	GP9	B-B	44,000	240,000	1956	4
GR-17h	4502-4538	CN	1750	GMD	GP9	B-B	44,000	247,000	1956-7	9
GR-17j	4539-4546	GTW	1750	GM-EMD	GP9	B-B	36,000	245,000	1957	50
GR-17j	4547-4557	CV	1750	GM-EMD	GP9	B-B	44,000	245,000	1957	
GR-17j	4558-4559	GT	1750	GM-EMD	GP9	B-B	44,000	244,000	1957	
GRG-17k	4907-4922	GTW	1750	GM-EMD	GP9	B-B	36,000	251,000	1957	
GRG-17k	4923-4927	CV	1750	GM-EMD	GP9	B-B	44,000	251,000	1957	
GR-17m	4560-4587	CN	1750	GMD	GP9	B-B	44,000	248,000	1957	20
GR-17n	4206-4227	CN	1750	GMD	GP9	B-B	44,000	232,000	1957	51
GR-17p	4100-4133	CN	1750	GMD	GP9	B-B	33,000	232,000	1957	
GR-17q	4228-4244	CN	1750	GMD	GP9	B-B	44,000	232,000	1958	
GR-17r	4588-4601	CN	1750	GMD	GP9	B-B	44,000	248,000	1957-8	
GRG-17s	4928-4929	CV	1750	GM-EMD	GP9	B-B	33,000	252,000	1958	
GR-17t	4245-4270	CN	1750	GMD	GP9	B-B	44,000	230,000	1958	
GR-17u	4271-4339	CN	1750	GMD	GP9	B-B	44,000	229,000	1959	14
GRG-17w	4930-4933	GTW	1750	GM-EMD	GP9	B-B	33,000	252,000	1958	
GR-17x	4134-4139	GTW	1750	GM-EMD	GP9	B-B	33,000	246,000	1957-8	50
GR-17y	4147-4156	CN	1750	GMD	GP9	B-B	33,000	229,000	1959	
GR-17z	4340-4353	CN	1750	GMD	GP9	B-B	44,000	229,000	1959	
GR-18a	4700-4707	GTW	1800	GM-EMD	GP18	B-B	44,000	246,000	1960	
GRG-18b	4950-4952	GTW	1800	GM-EMD	GP18	B-B	33,000	253,000	1960	
MR-10a	1700-1704	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955	40
MR-10b	1705-1710	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955-6	41
MR-10c	1711-1729	CN	1000	MLW	RS-13	A1A-A1A	30,000	240,000	1956-7	
MR-10d	1730-1734	CN	1000	MLW	RS-13	A1A-A1A	30,000	241,000	1957	
MRG-10e	1950-1951	GTW	1000	Alco Pr.	RS-1	B-B	34,000	247,000	1957	
MR-14a	1800-1803	CN	1400	MLW	RS-24	A1A-A1A	30,000	238,000	1959	
MR-16a	3000-3017	CN	1600	MCGE	RS-3	B-B	47,000	249,000	1953	18
MR-16b	3018-3040	CN	1600	MLW	RS-3	B-B	47,000	246,000	1954	19
MRG-16c	3900-3901	CV	1600	Alco	RS-3	B-B	47,000	249,000	1954	49
MR-16d	3041-3042	GT	1600	Alco	RS-3	B-B	47,000	246,000	1954	43

MR-16e	3800-3806	CN	1600	MLW	RS-10	B-B	44,000	228,000	1955	46
MR-16f	3807-3814	CN	1600	MLW	RS-10	B-B	44,000	229,000	1955	47
MR-16g	3058-3060	CN	1600	MLW	RS-10	B-B	47,000	245,000	1955	44
MR-16h	3061-3065	CN	1600	MLW	RS-10	B-B	47,000	244,000	1955	45
MR-16j	3815-3822	CN	1600	MLW	RS-10	B-B	44,000	228,000	1956	48
MR-16k	3074-3093	CN	1600	MLW	RS-10	B-B	47,000	244,000	1956-7	
MR-18a	3600-3614	DW&P	1800	Alco Pr.	RS-11	B-B	44,000	227,000	1956	
MR-18b	3615-3670	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957	
MR-18c	3671-3700	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957-8	
MR-18d	3701-3745	CN	1800	MLW	RS-18	B-B	47,000	247,000	1958	
MR-18e	3100-3129	CN	1800	MLW	RS-18	B-B	43,000	229,000	1959	
MR-18f	3830-3849	CN	1800	MLW	RS-18	B-B	44,000	229,000	1959	
MR-18g	3850-3893	CN	1800	MLW	RS-18	B-B	44,000	229,000	1960	
CFA-16a	9300-9304 even only	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952	75
CFA-16b	9306-9344 even only	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952-3	16
CFB-16a	9301-9305 odd only	CN	1600	CLC	CFB 16-4	B-B	47,000	245,000	1952	76
GFA-15a	9000, 9002, 9003, 9005	CN	1500	GM-EMD	F3A	B-B	44,000	229,000	7948	58
GFA-15a	9006-9027	GTW	1500	GM-EMD	F3A	B-B	44,000	222,000	1948	
GFA-15b	9028-9054	CN	1500	GMD	F7A	B-B	44,000	230,000	1951	5
GRA-15c	9056-9062 even only	CN	1500	GMD	F7A	B-B	44,000	233,000	1951-2	7
GFA-15d	9064-9102 even only	CN	1500	GMD	F7A	B-B	44,000	232,000	1952	23
GFA-15d	9104-9142 even only	CN	1500	GMD	F7A	B-B	44,000	248,000	1952	10
GFB-15a	9001, 9004	CN	1500	GM-EMD	F3A	B-B	44,000	222,000	1948	79
GFB-15b	9029-9055 odd only	CN	1500	GMD	F7B	B-B	44,000	231,000	1951	6
GFB-15c	9057-9063 odd only	CN	1500	GMD	F7B	B-B	44,000	230,000	1951-2	
MFA-15a	9400-9407	CN	1500	MCGE	FA-1	B-B	42,000	247,000	1950	
MFA-16a	9408-9426 even only	CN	1600	MCGE	FA-2	B-B	46,000	242,000	1951	
MFA-16b	9428-9436 even only	CN	1600	MCGE	FA-2	B-B	46,000	247,000	1952	
MFA-16c	9438-9456 even only	CN	1600	MCGE	FA-2	B-B	46,000	248,000	1953	
MFB-16a	9409-9427 odd only	CN	1600	MCGE	FB-2	B-B	46,000	241,000	1951	
MFB-16b	9429-9437 odd only	CN	1600	MCGE	FB-2	B-B	46,000	247,000	1952	
CPA-16a	6700-6705	CN	1600	CLC	CPA 16-5	B-A1A	38,000	298,000	1954-5	
CPB-16a	6800-6805	CN	1600	CLC	CPB 16-5	B-A1A	38,000	304,000	1954-5	
GPA-17a	6500-6512	CN	1750	GMD	FP9A	B-B	33,000	256,000	1954-5	
GPA-17b	6513	CN	1750	GMD	FP9A	B-B	33,000	256,000	1955	
GPA-17c	6514-6522	CN	1750	GMD	FP9A	B-B	33,000	256,000	1957	21
GPA-17d	6523-6532	CN	1750	GMD	FP9A	B-B	33,000	257,000	1957	
GPA-17e	6533-6542	CN	1750	GMD	FP9A	B-B	33,000	257,000	1958	
GPB-17a	6600-6612	CN	1750	GMD	F9B	B-B	33,000	256,000	1954-5	22
GPB-17b	6613	CN	1750	GMD	F9B	B-B	33,000	255,000	1955	
GPB-17c	6614-6620	CN	1750	GMD	F9B	B-B	33,000	256,000	1957	
GPB-17d	6621-6630	CN	1750	GMD	F9B	B-B	33,000	256,000	1957	
GPB-17e	6631-6637	CN	1750	GMD	F9B	B-B	33,000	256,000	1958	
MPA-16a	6750-6755	CN	1600	MLW	FA-2	B-B	38,000	258,000	1955	60, 61
MPB-16a	6850-6855	CN	1600	MLW	FB-2	B-B	38,000	258,000	1955	62, 63
MPA-18a	6760-6766	CN	1800	MLW	FPA-4	B-B	38,000	259,000	1958	
MPA-18b	6767-6793	CN	1800	MLW	FPA-4	B-B	38,000	258,000	1959	
MPA-18c	6758-6759	CN	1800	MLW	FPA-4	B-B	38,000	261,000	1955	61
MPB-18a	6860-6866	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1958	
MPB-18b	6867-6871	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1959	
MPB-18c	6858-6859	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1955	63

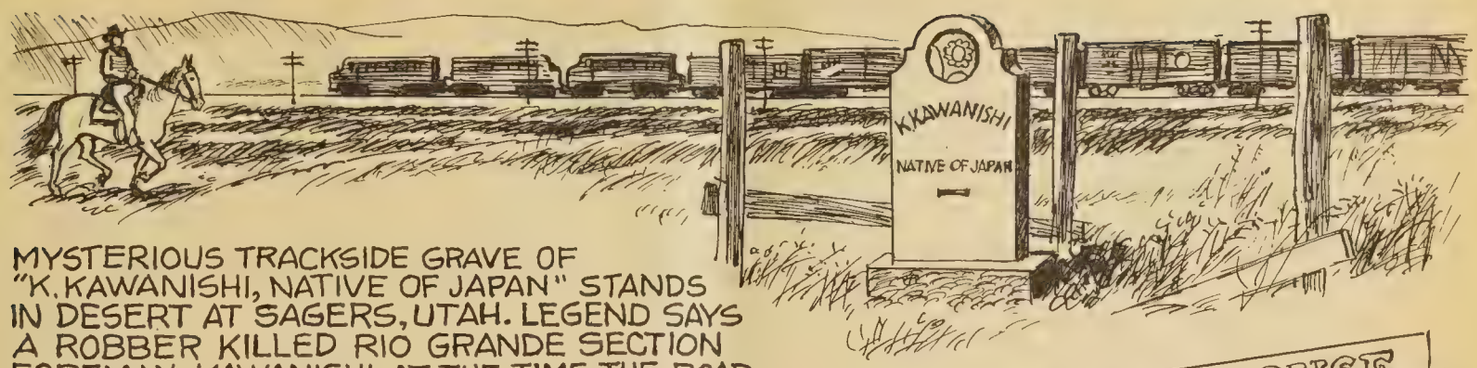
(46) Originally 1863-1869, renumbered 3043-3049 in 1956, then 3800-3806 in 1957.
(47) Originally 1870-1877, renumbered 3050-3057 in 1956, then 3807-3814 in 1957.
(48) Originally 3066-3073, renumbered 3815-3822 in 1957.
(49) Originally 1859-1860, renumbered 3900-3901 in 1956. Now assigned to CN.
(50) Originally 4541, renumbered 4139 in 1959. in 1956.
(51) Originally 4588-4609, renumbered 4206-4227 in 1957.
(52) Originally 1724-1750, renumbered 4400-4426 in 1956.
(53) Originally 1751-1765, renumbered 4427-4441 in 1956.
(54) Originally 1768-1776, renumbered 4442-4450 in 1956.
(55) 4451-4475 originally 2000-2024, renumbered in 1956.
(56) Originally 7555-7574, renumbered 1700-1719 in 1954, then 4350-4369 in 1956, then 4800-4819 in 1957.
(57) Originally 7575-7578, renumbered 1720-1723 in 1954, then 4370-4373 in 1956, then 4820-4823 in 1957.
(58) 9005 rebuilt to 4824 in 1958.
(59) Originally 1766-1767, renumbered 4900-4901 in 1956.
(60) Originally 6706-6711, renumbered 6750-6755 in 1956.
(61) Originally 6711, 6706 renumbered to 6755, 6751 in 1956, then rebuilt and renumbered 6758-6759 in 1958.
(62) Originally 6806-6811, renumbered 6850-6855 in 1956.
(63) Originally 6811, 6807, renumbered 6855, 6851 in 1956, then rebuilt and renumbered 6858-6859 in 1958.
(64) Originally 8500-8521, renumbered 7150-7171 in 1956.
(65) Originally 8522-8533, renumbered 7172-7183 in 1956.
(66) Originally 8535-8559, renumbered 7200-7224 in 1956.
(67) Originally 7253-7261, renumbered 7600-7608 in 1961-'2.
(68) Originally 7915-7916, renumbered 8091-8092 in 1956.
(69) Originally 7917-7919, renumbered 8093-8095 in 1956.
(70) Originally 7920-7935, renumbered 8096-8111 in 1956.
(71) Originally 7946-7955, renumbered 8112-8121 in 1956.
(72) Originally 7975-7994, renumbered 8122-8141 in 1956.
(73) Originally 7995-7999, 7600-7611, 8012-8014, renumbered 7995-7999, 8000-8014 in 1950, then 8142-8161 in 1956.
(74) Originally 8015, renumbered 8162 in 1956.
(75) Originally 8700-8704 even only, renumbered 9300-9304 even only in 1956.
(76) Originally 8701-8705 odd only, renumbered 9301-9305 odd only in 1956.
(77) Rebuilt in 1957, ex-Minneapolis & St. Louis D-842.
(78) Originally 1777-1781, renumbered 4902-4906.
(79) 9004 rebuilt in 1954.
(80) 1901-1917 originally supposed to form class GRG-12q, which is missing. ●



March 4, '62: CN 6167 wheels railfan excursion, over 1000 passengers, across 16-Mile Creek west of St. Catherines, Ontario.
Jim Brown, 360 Manor Road East, Toronto 7, Ont., Canada

ALONG THE IRON PIKE

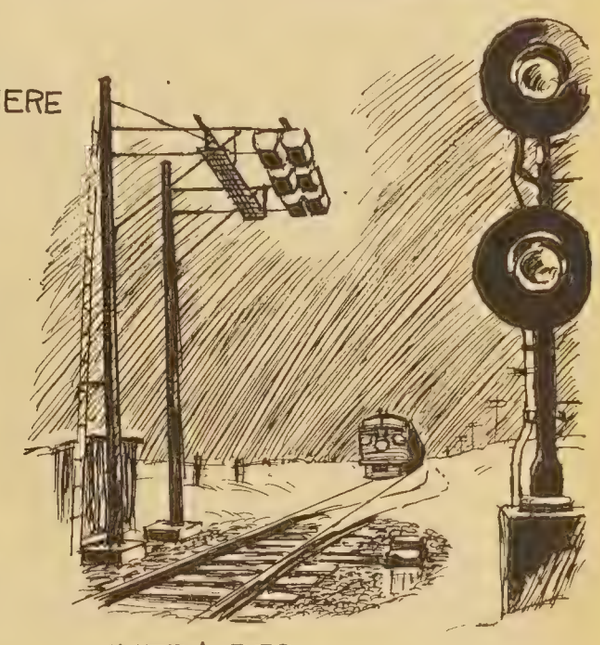
by Joe Easley



MYSTERIOUS TRACKSIDE GRAVE OF "K. KAWANISHI, NATIVE OF JAPAN" STANDS IN DESERT AT SAGERS, UTAH. LEGEND SAYS A ROBBER KILLED RIO GRANDE SECTION FOREMAN KAWANISHI AT THE TIME THE ROAD WAS BEING STANDARD-GAGED IN 1890. (*from D&RGW Green Light*)

BACK IN THE DAYS BEFORE THE LOUISVILLE & NASHVILLE HAD DINING CARS, ALL PASSENGER TRAINS MOVING THROUGH DECATUR, ALA., STOPPED HERE FOR MEALS. THE PROPRIETOR HAD A SON IN ENGINE SERVICE.

ROY TALLMAN, RETIRED SP HOGGER, IS CURATOR OF HARRISON RAILROAD PARK, OAKLAND, CALIF. HE LIVES IN EX-BUSINESS CAR. FROM ITS WINDOWS HE CAN SEE SP STEAM LOCO. 2647, ON WHICH HE MADE HIS FIRST RUN AS ENGINEER. (*from SP Bulletin*)

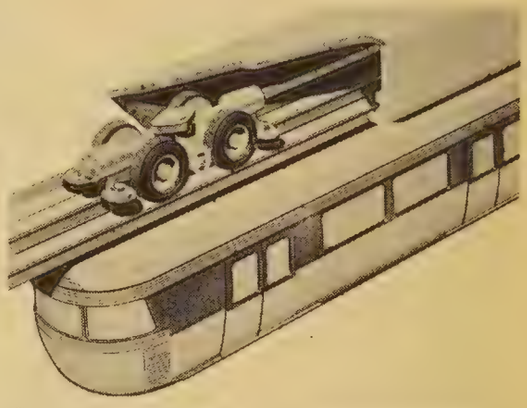


INFRA-RED HEATERS OVERHEAD KEEP SANTA FE RAILWAY SWITCHES CLEAR OF SNOW AND ICE. (*from Santa Fe Magazine*)

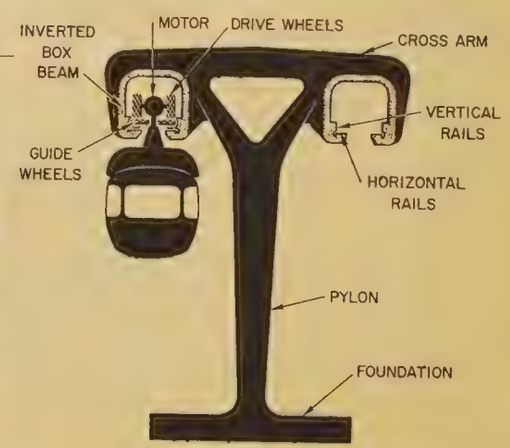
MONORAIL

New York World's Fair (1964-'5): monorail terminal, visualized by artist. Besides building and operating this line, American Machine & Foundry Co. of New York plans to enter world's transportation field in big way. The AMF chairman estimates that the potential market for monorail systems, interurban and city-to-airport (see page 40), in the next five years could be as high as $2 billion.

Test track of Safege-Transport group is the fast monorail at Chateauneuf-sur-Loire near Orleans, France, about 90 miles south of Paris. Railcars have been speeding over its mile or so length almost daily since it was built more than two years ago. AMF is licensed to market this system in the United States, beginning with two parallel 4,000-foot closed loops in N.Y. Fair amusement zone.



Cutaway drawing of Safege monorail car shows box-beam rail and bogies. Tire-mounted wheels and boxed weatherproof rail assure maximum traction. (Below) Cross-section: pylon 30 feet high, car 14 feet from ground level.



Steve Maguire's

TRANSIT TOPICS

TRANSIT history was made last summer when a record order for 600 new subway cars at $68 million was awarded the lowest bidder, Budd Company, by the New York City Transit Authority. Delivery of the world's largest fleet of such cars will begin next July. Exteriors will be ribbed stainless steel with blue doors. Economies will result from the elimination of need for even painting the cars and the saving in power consumption due to the relatively light weight.

Steve Maguire

At about the same time, Chicago Transit Authority awarded a contract to Pullman-Standard for 90 new two-car units (180 cars) to cost $18,990,000. Delivery is due next year.

The Chicago cars will be air-conditioned, a fact New Yorkers envy. NYCTA does not have a single air-conditioned car either in service or on order. It tried out, unsuccessfully, two air-conditioned subway cars years ago. But there is a nine-mile air-conditioned section of the Port Authority Hudson-Manhattan in inter-city rapid transit operation between New York City and Newark, N. J.

CTA's new order, largest in its history, the first purchase of a fleet of air-conditioned cars made by any authority-type urban rapid transit operation in the country. We admire CTA for its high regard for passenger comfort. The air-conditioning is expected to function an average of 161 days per year. Its purchase price, $3,050 a car, is surprisingly low.

Lake Street rapid transit route, the street-level section of which was elevated recently, is to get 132 of the cars. The rest go to Douglas service of the West-Northwest route. The 180 will replace 200 old steel cars. The Lake Street route is about 10 miles, one way.

The cars' "New Look" will be due to modern streamlining, artistic use of steel and aluminum, and painting exteriors a neat combination of mint green and off-white. With each car boasting four 100-hp motors, "New Look" trains have a speed potential of 65 mph but will not run that fast because stations are too close together. In future route extensions, however, station spacing may permit greater speed. Other features of the new cars:

Full-vision picture windows with laminated safety sheet glass tinted to reduce heat from sun rays; seats 36" wide (instead of 33"); cushions of pliable vinyl-coated plastic;

Toronto, Canada: St. George station on the ultra-modern University Avenue subway, part of the $200 million rapid transit project that is being financed jointly by Toronto's metropolitan government and Toronto Transit Commission.
Photo from "Going Places," General Electric Co., Erie, Pa.

Improved automatically-controlled heating and ventilating system; revolutionary fluorescent illumination integrated with the car-card racks to produce the effect of continuous rows of color transparencies and yet provide 30-foot-candles of light at the reading plane for ease in newspaper reading;

A public-address system for train stops and other announcements to passengers, co-ordinated with train phones in the motormen's cabs that permit communication between Operations' Control in the Merchandise Mart and in-service trains;

Front and side destination signs automatically controlled from motorman's cab; Urethane foam insulation for noise- and weather-proofing;

New-type trucks with steel and rubber springs and shock absorbers to produce maximum safety and riding comfort, and new-type, four-position motorman's controllers, assuring maximum smoothness in acceleration and braking.

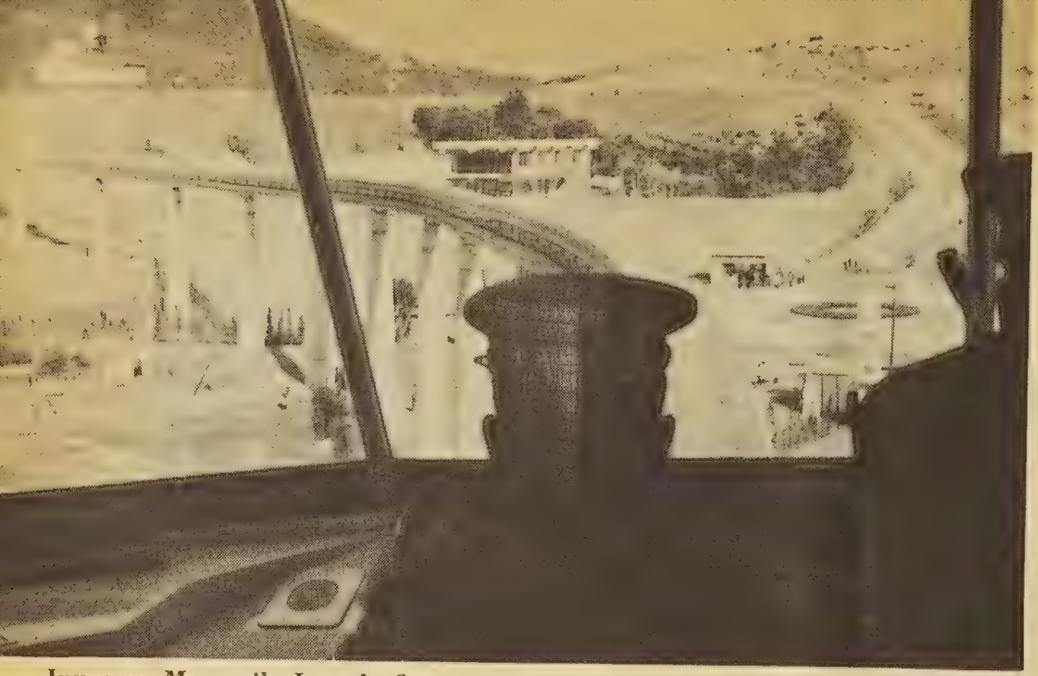
FACILITIES and rolling stock of the Chicago North Shore Line, out of operation since January, are headed for the scrap yard. Five years of litigation failed to save the road. The Susquehanna Corp. holding company controlling the line, received a green light June 17 from the U. S. Supreme Court allowing the electric railroad to go out of business and sell its facilities. In a letter to stockholders, Susquehanna estimated salvage will bring between $6 and $10 million.

North Shore commuters still want to buy the line at their price but hopes of future operation except of small portions are slim. CTA will acquire trackage from Howard Street to Skokie, where their shops are located, and may possibly resume service to Skokie, which once they operated in competition with the North Shore Line.

BACK in 1955, when Leonard's department store in Fort Worth inaugurated a bus shuttle, Obie Leonard wanted to build a rail line into the store from the parking lot. Jim Cumbie, 3841 Southwestern Blvd., Dallas 25, Texas, says it took Mr. Leonard seven years to sell the idea to the store's board of directors. Even then the directors planned to use diesel cars but, fortunately, asked General Electric for technical advice and were told of the availability of DC PCC cars. Air-conditioning was no problem, since Marvin Leonard years before had designed a practical air-conditioner for automobiles.

Jim says 2 more PCC's were bought (not 5 as previously stated); one is in use, the other held for spare parts. Many people want the line extended to other downtown areas but no one appears willing to finance the extensions.

EXCAVATIONS for a new subway in Milan, Italy, have uncovered mosaics and tombs 1600 years old. Those relics of the Roman Empire are being taken to a museum. Also daylighted by subway construction are ruins of the ancient Basilica of St. Thecla, a landmark in Catholic Church history. Around 374 A.D., two hostile factions, orthodox and Arian, split the Church. Empress Justina reserved the basilica for Arians. Defying her, Bishop Ambrose of the



Inuyama Monorail, Japan's first mass-transportation monorail system, is nearly a mile long, 1500 volts DC. The Japanese are now building a monorail for heavy passenger traffic between Tokyo's airport and downtown section, about 8 miles.
Sinichi Miyazaki, Ohno, Inaba-cho, Inaba-gun, Gifu-ken, Japan

Trolley bookmobile, car 24, serves public library system of Munich, Germany.
Collection of Stephen D. Maguire, 1411 River Rd., Belmar, N.J.

M-300 of the California Western (only American railroad using a comic emblem, except the Long Island) was built by American Car & Foundry in '35. Originally powered by 168-hp. Hall-Scott gasoline engine, it now uses 220-hp. Cummings diesel, installed by CW. Capacity 57, weight 52,060 lbs., length 64 feet, 1 inch.

orthodox wing staged a sitdown strike in it, daring troops to dislodge him. The populace and even some of the imperial soldiers rallied to his side, and Justina backed down. Milanese hope the subway will be completed next year. This news came from William C. Kessel, 99 Center Street, Hamburg, N.Y.

REMEMBER those delightful "Gay Nineties" two-car trains of old single-truck motor and trailer streetcars that often ran on special trips around Washington, D.C.? When D.C. Transit quit trolley service last year we understood those two "oldies" would be restored to original condition and exhibited in the Smithsonian Institution. But SI says no, for a peculiar reason. The Smithsonian already has a tiny replica of those cars and won't need the originals! Perhaps if someone were to donate a model of Lindbergh's *Spirit of St. Louis* to the Smithsonian, the original airplane could be scrapped.

AFTER being used more than 30 years as summer trailer cabins, the Cincinnati Car Co. lightweight interurbans that ran on the Buffalo & Erie Ry. from 1925 to 1932 have finally been burned for scrap at Grand Island, N. Y.

LATE one night, teen-age bandits, armed with guns, held up a car of a local BMT Division subway train in New York City between the Prospect Park and 7th Avenue stations, Brooklyn, and fled with about $350 in cash taken from 15 sleepy passengers. As we go to press, police are still seeking the young crooks.

THREE ex-Chicago, Aurora, & Elgin interurbans awaiting unloading on a siding at Olmsted Falls, O., for transfer to the Columbia Park & Southwestern line where they now operate, had a close call the other day. A huge generator fell off a fast freight train passing by. It tore out all the ties in adjacent track between the stored cars and the train, but luckily the cars had no damage except a broken window.

ROUTE of *The Skunk*, the California Western, between Willits and Ft. Bragg, Calif., is now running passenger motor car M-300, formerly Salt Lake, Garfield & Western MC-3 which replaced passenger interurbans on the Utah Line. This car originally ran on Aberdeen & Rockfish, North Carolina, reports Robert Wilkes, Rte. 1, Box 20, Willits, Calif. Our photo of CW's emblem was made by Edward Freitas.

If you want to ride behind No. 5, go to Connecticut Electric Railway Museum at Warehouse Point, Conn., on state highway 140, on October 5th or 19th or both. This fine old 0-4-0T, built by Alco in 1920 for Hartford Electric Light Co. switching service, was saved from the scrap pile when the Museum bought and restored her. She wheels coach No. 4052 (originally P&R, then B&MI) and sometimes an ex-CV caboose. This marks the first steam season at the hitherto all-electric museum.
Get further info. from D. G. Snelgrove, 29 Olin St., Windsor, Conn.

DUQUESNE HEIGHTS incline line at Pittsburgh was reopened last summer after closing down November 21, 1962, due to the need for repairs and lack of money. A drive to get donations and sell stock, conducted by local civic groups and railfans, succeeded enough to permit the reopening, writes James Cerny, 1022 Province St., Pittsburgh 12, Pa. The Johnstown incline, also in Pennsylvania, which suspended a year ago, also is functioning again.

NEW trolley line at Orbisonia, Pa., on U.S. highway 522, affiliated with East Broad Top steam road, runs every Saturday and Sunday till Oct. 27. Then, like EBT, it will close till next season. A non-profit museum, "Railways to Yesterday," operates old Johnstown streetcar. On display are an interurban car and a trolley snow-sweeper.

In Jersey, the last self-propelled diesel passenger car has ended service between Trenton and Camden, N. J. Operated by the Pennsy, the same car, No. 4666, made the last run on the Trenton-Long Branch line about a year ago and thereafter replaced a diesel train on the short Camden route.

Freight motor OX of the Shaker Heights Rapid Transit line is a veteran of the Michigan Electric Railway and the Northern Ohio T. & L.

Stephen D. Maguire

Georgia Power's No. 948, the last trolley to run in Atlanta (April 9, 1949), is now owned by Branford Electric Railway Asso., P.O. Box 457, Short Beach, Conn., which seeks cash donations to help pay shipping charges so that they can restore the 1926-vintage car and operate it.
Elmer J. Brasswell, Jr., 1958 Melrose Dr. S.W., Altanta 10, Ga.

British Columbia Electric car emerges from station at New Westminster, B.C., Canada, in 1956, shortly before the railway ended passenger service forever.
Peter Cox, 2936 W. 28th Ave., Vancouver 8, B.C., Canada

AN OLD retired streetcar of D.C. Transit Co. on the corner of Elm Street and Railroad Avenue, Lanham, Md., a suburb of Washington, is now a Baptist church. It is wired for electrical heating, air-conditioning, and a public address system to carry taped organ music. There are seats for 50, extra space for 20 folded chairs, a pulpit for the pastor, Rev. James A. Kearse, and even a cloak room. Half of the windows contain stained glass; the rest depict Biblical stories.

Electric Publications

Metropolitan Transportation: 1980, published by Comprehensive Planning Office, Port of New York Authority, New York, N.Y., 380 pages, 9x6″, with hard cover, $5.95, summarizes in detail the results of extensive research by a staff group into the future transportation needs of the metropolitan New York, area: rail, highway, sea, and air routes. The study includes the probable needs the Authority will face in the next 20 years. There are numerous maps, graphs, and drawings, but no photographs.

Famous Underground Railways of the World, by A. J. F. Wrottesley, published by Frederick Muller Ltd., distributed by Sportshelf, P.O. Box 634, New Rochelle, N.Y.; 144 pages, 4x5″, hard cover, illustrated, $3.25, describes subway operations with their historical background. The London systems takes up nearly 100 pages of the book. Short sketches of others fill the remaining pages.

Rails to the Blue Ridge, the Washington & Old Dominion Railroad, by Herbert H. Harwood, Jr., 60 pages, 8½x 11″, illustrated is the history of one of many interurban lines that ran out of the Washington, D.C., area. Starting in 1847 as a steam road, it passed through interurban passenger days to become a short diesel freight line today. With a well-written text interesting illustrations, this is a welcome addition to traction history.. Felix E. Reifschneider, P.O. Box 88, Fairton, N.J., sells it at $2.50 a copy.

Survey of Electric Railway Museums (1963) contains 37 mimeographed pages of data on all known trolley museums in the world, plus rosters of equipment where available. A handy reference guide. Copies available at 85¢ each from Assn. of Railway Museums, 11307 Long Beach Blvd., Lynwood, Calif. The association's 1964 annual convention will be held in Pittsburgh, Pa., probably in May. For details contact the Association.

Trams and Tramways by Ernest F. Carter, published by W. & G. Foyle, Ltd., distributed by Sportshelf, P.O. Box 634, New Rochelle, N.Y., 95 pages, 5x 7″, illustrated, hard cover, $1.50, discusses in detail the street railways from horsecars to electrics in Europe and America. An appendix includes opening dates of all early tramway lines outside the Americas, also a historical listing of all British tramways.

Last of the Yellow Cars, by Wm. Wootton, a short history of Los Angeles Ry. system, with photos, map, and roster, appeared in two issues of *The Dispatcher*, publication of the Ry. Historical Society of San Diego. Copies of both issues can be had for 50¢ from *The Dispatcher*, 7861 Normal Ave., La Mesa, Calif.

Reprints of 1928 *Official Interurban Railway Equipment Register*, listing all freight motors and cars then running on 5000 miles of Midwest interurban lines that exchanged freight and belonged to the Central Electric Traffic Asso., are now available at $1.65 each from Ohio Railway Museum, P.O. Box 206, Worthington, Ohio, Proceeds from sale of this rare 32-page listing are used on museum projects.

Histories of Seattle, Wash., trolley lines are being published in mimeograph form in issues of *The Pantograph*, monthly publication of Northwest Trolley Railfan Group. Copies are available for $1 each by writing Leslie F. Blanchard, 947 N. W. 62nd St., Seattle 7, Washington.

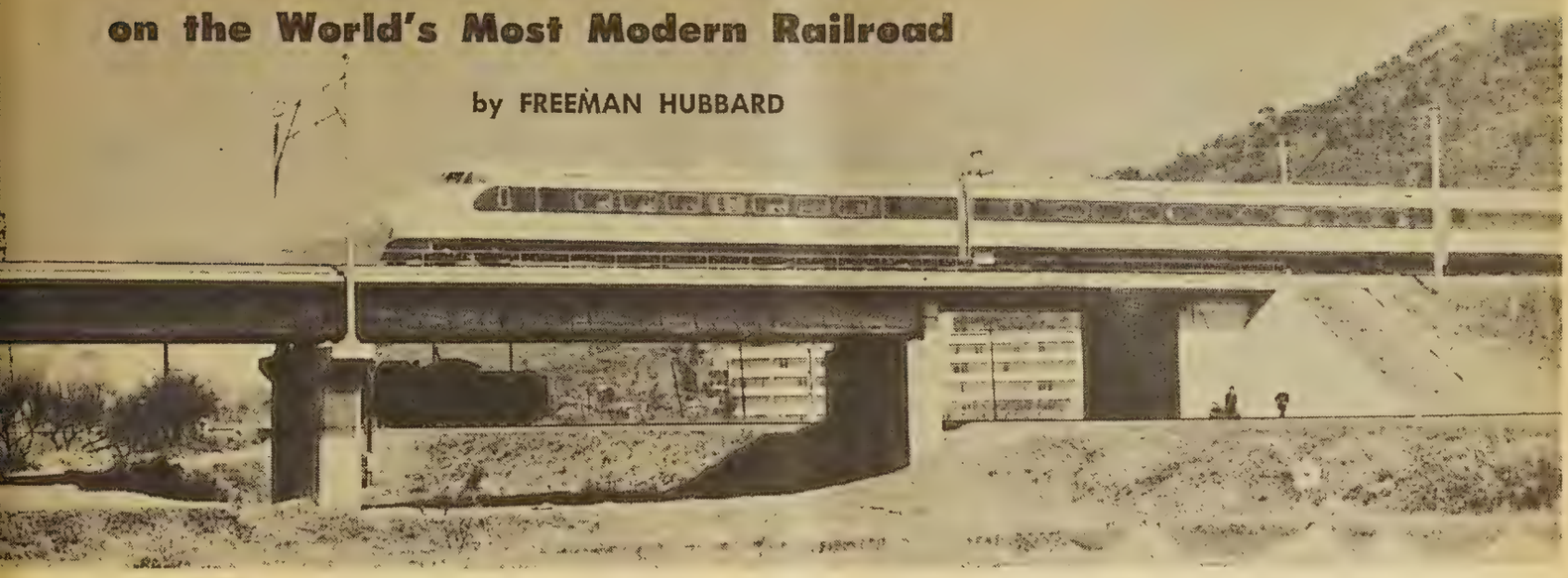
Phila. & Western (now Phila. Suburban Transp'tion) car, 200 series, in 1959.
F. W. Schneider III, 127 Delp Road, Lancaster, Pa.

M-1276 of Pittsburgh Railways converted this PCC passenger car into snowplow. We do not know of any other PCC which has undergone a similar transformation.
Stephen D. Maguire, 1411 River Road, Belmar, N.J.

159 MILES PER HOUR

on the World's Most Modern Railroad

by FREEMAN HUBBARD



Akiyoshi Yamada

THE MOST thrilling railroad movie we have ever seen was the documentary color film of construction and a test run on the world's most modern railroad, the Tokaido electric line now being built in Japan. Right before our eyes the speed recorder, in kilometers, registered 159 miles per hour. No wheels had ever rolled over rails that fast before, except on a few test runs in France. It almost made the 127.1 mph *Pennsylvania Special,* back in 1905, seem like "The Slow Train through Arkansaw."

Akiyoshi Yamada, managing director of the Japanese National Railways, had invited us to a private showing of the film in midtown New York, near the *Railroad Magazine* office. Afterward, we talked with him. Speaking in beautiful English, the official told us some details.

"Twelve-car trains will whisk passengers from Tokyo to Osaka, our two biggest cities, at speeds up to 125 mph," he said, "beginning Oct. 1, 1964, when the Olympic Games open in Japan. The entire 320-mile route is free of grade crossings and equipped with wireless telephone, automatic train control, automatic route setting, and other safety devices.

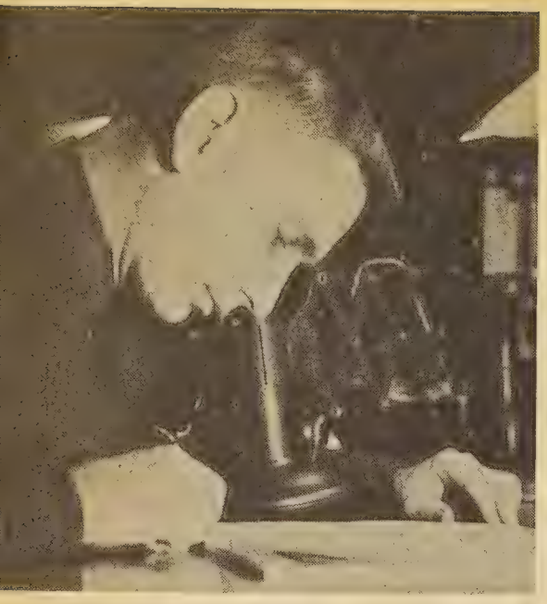
"To reduce the air resistance in high-speed operation, the coaches are rounded like an airplane fuselage. Pneumatic springs insure passenger comfort. Instead of going around hills, the Tokaido tracks pass through 66 tunnels."

A number of American railroad officials, now in Japan, are studying this line. Said Mr. Yamada, "We understand that several new high-speed railways are under consideration in the United States at this time." ●

Shots made on test run over 110-pound steel of standard-gage Tokaido Railway.

Interesting Railfans No. 17:

H. REID



H. Reid studies trainsheet at Tidewater tower, Norfolk, Va., a joint facility of VGN and Norfolk Southern. (Right) One of Reid's great action pix shows a Virginia & Carolina Southern 4-6-0.
Upper photo by H. Bundy, NS operator

PEOPLE ask, "What does the H. stand for?" Which reminds us of Harry S. Truman. You never saw the ex-President's middle name spelled out, because he hasn't any. Mr. Truman uses "S." in his signature merely because he wants a middle initial . . . and *Interesting Railfans* No. 17 prefers to be called "H." for some equally personal whim.

Among Reid's other distinctions are the color-shot he made for our current front cover and his Kalmbach-published book, *The Virginian Railway*. He was born March 24, 1925, in Norfolk, Va., an only child, with John Hancock and "Stonewall" Jackson in his family tree. But instead of becoming a professional saxophone player like his dad, H. spent his boyhood afternoons in Lambert's Point Yard of the Norfolk & Western, which in those days was a symphony of steam and steel, making friends with the great W-2 Consolidations and photographing steam wherever he could. Someone giving him a few discarded copies of **Railroad Magazine** made him even more of a railfan.

"At high school," he recalls with a grin, "I would read *Railroad* in study hall, camouflaging it behind a geometry textbook."

After accumulating enough capital to buy an old used Ford, the youth enlarged his picture-taking jaunts to include, among other things, engines on logging roads. He kept buying cameras, one after another, until he now has about fifteen—we don't know why—including a focal plane shutter Graphic; but he relies mostly on two size 616 Monitors. He began drawing cartoons, too, and writing. His first fulltime job, at 17, was newspaper reporting. Today he is on the staff of the Newport News *Times-Herald*, handling TV and news of the Carolinas. He also contributes photos and cartoons to that paper, and drew the self-portrait shown here. For a year he taught journalism at a high school.

Back in the '40's, as a police reporter on an afternoon sheet, he was with a homicide detective investigating a shooting in a tough section or Norfolk. The suspect lived on the second floor of a walkup apartment.

"We thought he'd passed out drunk," says H. "I went up the front stairs while the gumshoe covered the rear. When my head was even with the door sill our quarry let loose with a .45. The bullet whooshed through my thick wavy hair. I tore downstairs in nothing flat, repaired to a barbershop, and have had a crew cut ever since."

In 1944 the young railfan used his car to court an Elon College co-ed, a "cute little thing" named Ginny Ezell. "We first met one day near the Southern Railway tracks that bisect that campus," he recalls. "I must have rushed her, for that same night we became engaged." As the Elon girls outnumbered the boys nine to one, Ginny was lucky. She is adept at Southern cookery, a better-than-average bowler, and a fair photographer. Besides working at medical research, Mrs. Reid is much interested in railfan activities.

They live at 8549 Wayland Street, Norfolk 3, Va., with two amiable pet ducks that are not in the commissary department. But don't let the printing of this address give you the delusion that H. Reid is a sucker at handing out free samples of his photography.

Southern 2-8-0 No. 575, by H. Reid.

Railfan No. 17 does a little farming, is a Cleveland Indians fan. He relaxes with old Laurel & Hardy films and his huge library of 21,000 recordings, all the way from popular band music to Chopin and operas. He is mildly annoyed by abstract and fragmented train photography and by over-emphasis on blurry or bizarre angles. But nothing could ever make him mad enough to swear. He doesn't smoke or drink, and

neither does Ginny. His favorite present-day celebrity is John W. Barriger, P&LE president. In politics he is a middle-of-the-roader.

"I'm for progress," he says tritely. (Who isn't?) "I suspect that since the 1930's much of our nation's 'progress' has been backward."

H. Reid has had half a dozen signed articles in *Railroad Magazine* over the years, including a short one on page 32 of this issue, and other pieces in *Steam Locomotives and Railroad Tradition.* His photos adorn hard-cover books, including several of Lucius Beebe's. It was a great day for Reid when he won David Morgan's approval of a narrative outline for a book he wanted to write on the Virginian Railway. The outline —and later the book itself—was built on a series of incidents. "You are right," said *Trains'* editor. "That is the way to go about it."

Ginny helped to type the manuscript. The book includes an "impressive picture gallery," as our review stated, and is handsomely bound. We described it as "ably written" and enriched with "well-developed anecdotes that turn a reference work into delightful reading matter." It sells for $10.

Reid is now completing a second book, *Extra South.* This is a variety pack dealing nostalgically with steam railroading below the Mason & Dixon Line. It will be put out by Starrucca Valley Publications of Susquehanna, Pa. One of its many illustrations was drawn by the incomparable Joe Easley.

The Steam Parade

America's newest recreational steam railroad is the Wanamaker, Kempton & Southern, which is named the Hawk Mountain Line becames of the famous Hawk Mountain Bird Sanctuary nearby. It operates out of Kempton, Pa., reports Harold Fonks, 348 Marshland Court, Troy, N.Y., with an 0-4-0 (Porter, 1920), No. 2. You can reach it by driving on U.S. Route 22 and turning off at Route 143 North, about 18 miles west of Allentown, Pa. Kempton is just 4 miles ahead. Season ends November 15. Dennis E. Coniff, Jr., tells us that this railroad has acquired 2-6-2 No. 250 of the Bonhommie & Hattiesburg Southern.

Returning from a Western visit, Lester Harlow, 4201 S. 31st St., Arlington, Va., reports: "Union Pacific 'Big Boy' (4-8-8-4) No. 4004 is on display in a park east of Cheyenne, Wyo. Built in 1941, she made her last run in 1957. Also at Cheyenne is stored the only active steamer on the UP roster, 4-8-4 No. 8444 (ex-844), scheduled for a Labor Day run to and from Laramie.

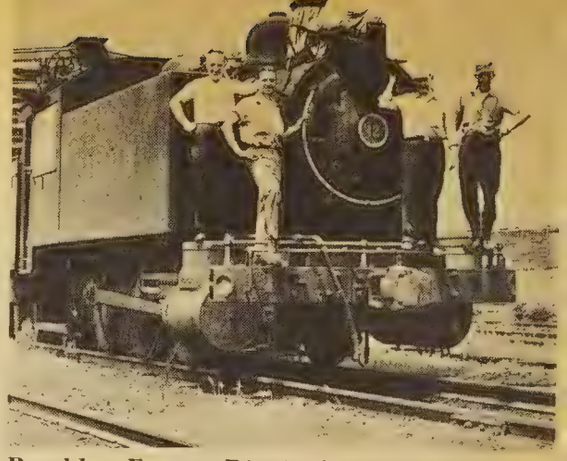
"UP's 1243 (4-6-0), stored at Rawlins, Wyo., was used a year or so ago in filming a TV program. Also at Rawlins I saw UP 568 (2-6-0) on display in dilapidated condition. The town's new mayor, a UP conductor, is trying to get her restored. At Trinidad, Colo., C&S 638 (2-8-0) is on display. Last December she made what may have been the last steam run out of Denver.

"All but 4 of UP's original gas-turbine locomotives (Nos. 51-75) have been stricken off the roster and replaced by the 8,000-hp series, Nos. 1 through 30, which are sometimes operated multiple with conventional diesel units."

Steam power was seen again on Northern Pacific tracks when the Burlington's old No. 4960 recently chugged over the NP line between Billings and Fromberg, Mont., with 1200 school children en route to Frannie, Wyo.

A steam loco, No. 30 of Manitoba Paper Co., is now retired permanently and will be sent to a museum in Delsen, Que., or put on display at Pine Fasls, Man., Canada we learn from G. Dennis.

The Virginia Blue Ridge at Piney River, Va., went diesel June 26th, lament Brooks Anderson and Danny Fluhart. Two ex-Lackawanna diesel switchers replaced the 0-6-0 steamers, Nos. 5, 7, 8, and 9, all of which Alco built for the U.S. Army in 1942 and '44. The diesels are green, yellow lettering.



Brooklyn Eastern District Terminal No. 12 has been sold to Ron Zeil. Here's her former crew (Left to rt.): Engineer M. S. Sweeney, Conductor S. Pellegrino, Fireman T. Olejarczyk, and the brakeman, T. Cassidy, now on diesel jobs.
Ron Zeil, 185 Hall St., Brooklyn, N.Y.

Pacific Coast Terminal's two steam locos (ex U.S. Army) have been replaced by rubber-tired switchmobiles, laments Barrie Sanford.

Six-Gun Territory, a so-called "Ghost Town of the Old West" at Silver Springs, Fla., operates passenger servile with two 4-4-0's 365 days a year.

Bob Vensel reports the Nickel Plate is scrapping its Berkshires (2-8-4) in Canton, Ohio. On a recent visit he saw several W&LE 800 series 2-8-4's in the NKP yard. At the Canton Iron & Metal plant, where the scrapping takes place, he saw NKP 2-8-4's 700 and 701.

Warren D. Stowman complains: "Many engine-picture collectors refuse to let their photos be copied for sale or trade." The late Charles B. Chaney was like that. As long as he lived, Chaney hoarded his great collection like a closed corporation. When he died, however, he willed the entire lot to the Smithsonian Institution. Today, anybody can buy copies of Chaney's pictures. Frederick Westing used some of them in a new book, *Apex of the Atlantics*, which we'll review in our next issue.

Down in South America, certain natives of Bolivia have found a new use for water in the boilers of their steam locomotives. They drain it to

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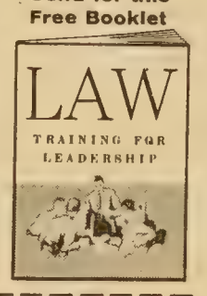

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make tea to sell to tourist passengers on their trains.

Everett L. Murray and his wife live in ex-Boston & Maine coach No. 116 on Depot Rd., RFD 1, Box 62K, Naukeag Railroad Station, Ashburnham, Mass. He wants pix and data on ex-B&M steamers 800, 801, sold to a mining Co., then to D&RGW. His collection of railroadiana includes a caboose, many pictures, tts., and books.

"Since Elliott Kahn mentioned the Skyline RR. at Jenks, Okla.," writes J. H. Wilson, "I went there in hopes of seeing an operating Heisler loco. Alas, the Skyline is no more! The Heisler is sitting on a short piece of track beside a couple of old interurban cars with tops off, all rusting away. Nearby is a gasoline-powered kiddie train called the Skyline Express in an amusement park."

Mid-Continent Railway Museum of Wisconsin is not closed down, despite what Mr. Kahn thought while writing "Where to Find Steam Passenger Trains" (Aug. issue). Says Chas. E. Sargent, P.O. Box 6512, Milwaukee 16, Wis.: "We were merely bumped off the Hillsboro & Northeastern, and have since acquired the C&NW's former Rattlesnake spur at North Freedom, Wis. I believe ours will be the only museum line with automatic block signals. These consist of a set of highway traffic light heads converted to 12-volt operation by means of sealed-beam headlights placed in the lamp units, but are not yet operating."

Latest info. on steam in Mexico is wanted by Mac Owen, Rte. 1, Box 242, Newcastle, Calif. He plans to visit there with his redheaded wife to shoot movies around Thanksgiving Day and is most interested in the 4-4-0's of Yucatan. Who can tell him if they are still running? He also wants info. on 4-6-2's and 4-8-4's.

"For over 5 years," he writes, "I have been filming 16mm steam stuff all over the U.S.A. My longest film, *Narrow Gage Across the Rockies*, made on D&RGW, takes nearly an hour to show. Parts of it and several others, in color, have been released by Black Hawk.

"I have nearly 3,000 color slides, including duplicates made from other fellow's collections. I swap and buy slides. Will let anyone use 8x10 shots from my collection for book publication, without charge. My photos and slides include PRR, CNJ, Reading, SP, UP, WP, Sierra, D&RGW n.g., Feather River (Shays), Rayonier Lumber, and many other lumber roads."

We have seen a number of Mac's black-&-whites, including the one reproduced on page 31. They are good.

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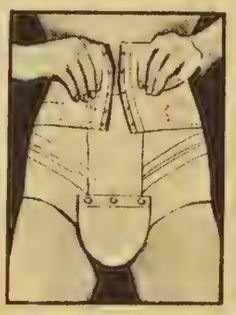

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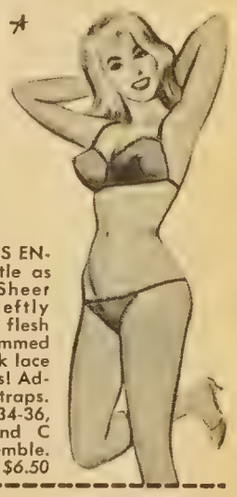

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West Virginia Steam

John P. Killoran, P.O. Box 209, Ft. Bragg, N.C., reports the following disposition of locomotives of the Buffalo Creek & Gauley, including Elk River Coal & Lumber Co. and Georgia-Pacific Corp. (Widen and Swandale operations):

Jan. '59–3-truck Shay No. 18, ex-Cherry River Boom & Lumber 7, never operated by her latest owner, scrapped at Swandale.

June '62–No. 11, 2-8-2, ex-Toledo, Angola & Western 101, retired in 1956, scrapped at Dundon. Shay No. 12, ex-Emporium Forestry, scrapped at Swandale. N. 15, 2-8-2, ex-Savannah & Atlanta, retired in 1956, scrapped at Widen.

July '62–Climax E-3, retired July '59, rebuilt at Dundon Shops in March-June '62, sold to C. C. Stahl, Bloomsburg, Pa., for Carrol Park & Western amusement line.

April '63–No. 10, 2-8-2, ex-Sewell Valley 10, ex-Aberdeen & Rockfish 30, retired Aug, '59, donated to Huntington (W. Va.) Railway Museum of NRHS for permanent display. No. 17, 2-8-2, ex-S&A 504, retired Aug. 59, sold to Pennsylvania railfan interests for tourist operation.

June '63–No. 16, 2-8-2, ex-S&A 502, retired Aug. '59, donated to J. F. Comstock, Richwood, W. Va., for W. Va. mountain Museum.

Mr. Killoran adds that West Virginia's Cass Scenic Railroad, the highest rail line east of the Rockies, operated Shay-powered passenger trains out of Cass, W. Va., from June 15 through Labor Day, making 2-hour round trips that covered about one-third of the line's 25 route-miles, pending completion of track improvements.

Shay No. 2 of Ely-Thomas Lumber Co. is still working around the mill at Fenwick, W. Va.

Jack Emerick is now a trainee in C&O's operating department and lives at 529 5th Ave., Huntington, W. Va. He says C&O still has steam stored at Russell, Ky. (Nos. 1189, K-2, 2-8-2; and 2705, 2756, 2770, and 2781, all 2-8-2 K-4's; 1604, H-8, 2-6-6-6, and 611, J-3, 4-8-4); at Huntington, 490, L-1 streamlined 4-6-4; and at Peach Creek, W. Va., 1309, 2-6-6-2.

Readers interested in the Buffalo Creek & Gauley Nos. 4 and 14, together with the Reading's 2124 and 2100, will find excellent sound recordings of these 4 engines in "Voice of the Iron Horse," 12" hi-fi disk, mono only, available at $4.95 postpaid in U.S. (add $1 for other countries) from Associated Four Productions, P.O. Box 7, Parsippany, N.J.

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23. LINE & FORM—Photographic Studies of the Female Nude. Note: For those who had their money refunded earlier this year, when we sold out our stock and those magazines that were held up by customs for 10 months as being allegedly obscene, have been released for sale. While they last: **All 10 books $8.00**

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HOBBY CLUB

by Sy Reich

ELWIN K. HEATH of Barre, Vt., represented *Railroad Magazine* at North Walpole, N.H., on a special run of the Steamtown U. S. A. railroad which marked the filing of incorporation papers of the Steamtown Foundation for the Preservation of Steam and Railroad Americana. This is a non-profit, educational body with unsalaried officers and directors, headed by F. Nelson Blount of Dublin, N.H., who originated the Steamtown idea. Its aim is to "establish and maintain a museum for the exhibition of steam locomotives, etc.," and a public library of material on steam railroading. This is a worthwhile endeavor, a great public service.

Sy Reich

One of the Foundation's nine directors is William B. Murphy, president of Campbell's Soup Co. How often we have eaten and enjoyed Campbell's soups! Our friend Blount holds a nice contract to supply clams for Campbell's clam chowder. Among the other directors are Frederick H. Richardson, executive vice president of Blount Seafood Corp. in Warren, R.I.; an ex-governor of New Hampshire, and the mayor of Keene, N.H.

The Foundation at once began acquiring Blount's 60-plus full-size steam locomotives, the largest privately-owned collection of its kind on earth. Other Blount steam-train operations are the two-foot-gage Edaville Railroad at South Carver, Mass.; the trains at Pleasure Island in Wakefield, Mass., and Freedomland in New York City. These trains in all are said to have carried over 1,750,000 passengers last season.

The name Monadnock, Steamtown & Northern is now shortened to Monadnock Northern. Its locomotive roster as of June 16, was:

Rahway Valley 2-8-0 15; B&M 4-6-2 3713; NKP 2-8-4 759; GTW 4-8-2 6039; CNR 2-6-0's 89 and 96, 4-6-0's 1395 and 1551, 4-6-4T 47, 4-6-2 5288, 2-8-2 3377; CPR 4-6-0 1098, 4-4-4 2929; Eastern Gas & Fuel (Everett, Mass.) 0-6-0 4; Meadow River Lumber (W. Va.) Shay 1; Branford Steam RR (New Haven Trap Rock Co.) 0-4-0T's 38 and 43; Bevier & Southern 2-6-0 109; Brooks-Scanlon 2-6-2 1; Massachusetts Electric Co. 0-4-0T 1; Bullard Co. (Bridegport, Ct.) 0-4-0T (no number).

In addition to those 21 engines, a 3-foot-gage 2-6-2 from the Cavan & Leitrim district of Irish Railways is on display near the ticket office while a B&M diesel switcher is based in the yard. Blount also has many cars.

Coming Events

Oct. 6: 1-day trip Louisville to Frankfort, Ky., state capital, special L&N train, spl. attractions, sponsored by Ky. Ry. Museum and Lou. chapter NRHS. Contact L. R. Worley, Rm. 101, lobby, Union Station, 10th and Broadway, Louisville, Ky.

Oct. 6: 240-mile White Mt. fall-foliage tour via Grand Trunk and Maine Central from Portland to Groveton, N.H., sponsored by Railroad Enthusiasts, Portland Div. Adults $11.50, kids $5.75. Contact R.L. McDonald, trip chairman, 1 India St., Portland, Me.

Oct. 10-13: South Carolina weekend sponsored by NRHS, Washington Chapter, features trips over 3 steam shortlines, one powered by a Heisler. Fare, $85, incl. 2 nights in hotel and 2 box lunches. Contact H.B. Dodge, Rte. 1, Olney, Md.

Oct. 12 thru Nov. 15: Show of high-quality railroad photos sponsored jointly by Railroadians of America, Inc., and N.J. Historical Society at 230 Broadway, Newark, N.J. Subject, "Drama and Beauty of Railroading." Committee of selection: David Plowden and W.S. Young, co-chairman; Philip Ronfor, artist, and Harold Lessersoehn, president of Railroadians. Both Plowden and Ronfor have supplied full-color covers and b&w illustrations to this magazine.

Oct. 12: Cleveland RR. Club sponsors 1-day air-cond. bus excursion to Pittsburgh Rys.; about $11.50, incl. trolley trip. Contact Ronald Leitch, 18707 Ferncliffe Ave., Cleveland 35, Ohio.

Oct. 13: First pass. train to run on private right-of-way of National Lead Co. from North Creek to Tahawus Mine, N.Y., features annual fall-foliage tour of Capital District RR. Club. Special D&H train lv. Albany 9 a.m. with open gons, air-cond. coaches, bag. cars and diner (if you want it—please state). Adults $7.50, kids $3.75, if paid in advance. Contact J. T. Dempster, 27 Cherry Lane, Scotia 2, N.Y.

Oct. 13: NRHS, Lehigh Valley Chapter, and Trolley Mueum of N.Y. sponsor LIRR double-deck MU car excursion over Oyster Bay branch; lv. Penn Station 10:15 a.m., lunch at West Hempstead. Fare $5 if paid by Oct. 6, thereafter $6; kids half price. Contact E. E. White, 481 12th St., Brooklyn 15, N.Y., or Gerhard Salomon, 606 Hamilton St., Allentown, Pa.

Oct. 18-31: Pan American Ry. Congress in Mexico City. U.S. delegation includes John Barriger, pres. P&LE, Railroad Magazine author.

Oct. 20: Autumn Leaf excursion over PRR from Pittsburgh to Altoona featuring Horseshoe Curve and Muleshoe Curve. For reservations and details send SSE to North Travelers Club, 43 Grant Ave., Etna, Pittsburgh 23, Pa.

Oct. 26: Streetcar excursion over San Francisco Mun. Ry. with 2 or more types of PCC's, covering entire system, photo stops. Lv. Geneva carhouse, San Jose and Geneva sts., 10 a.m. return about 5 p.m. Fare $5. Sponsored by Elec. Ry. Hist. Asso. of Southern Calif. Advance reservations only. Write 936 S. Genesee Ave., Los Angeles 36, Calif.

Oct. 27: 11th fall excursion, Montreal to Victoriaville, using CN 4-8-4 No. 6167 and dining car; photo stops, run-pasts. Canadian RR. Historical Association, P.O. Box 22, Station B, Montreal 2.

Oct. 27: Operating season ends for Ohio Ry. Mueum, P.O. Box 206, Worthington, O., and Arcade & Attica Railroad, Arcade, N.Y., and Steamtown U.S.A., Bellow Falls, Vt., and Columbia Park & Southwestern, 7100 Columbia Rd., Olmstead Falls 38, O., and Leatherstocking Line RR., c/o Woodland Museum, Cooperstown, N.Y., and Maryland & Penna. steam, c/o Byron Andrews, Jr., RFD 6, Box 101, Alexandria 10, Va.

Nov. 1: Begin South American guided steam rail tour. Contact Eldon Lucy, president, California-Nevada RR. Historical Society, 6421 Benevue Ave., Oakland 18, Calif.

Nov. 2-23: Bay Area Elec. RR. Asso. sponsors 2-car private tour of Mexico from San Francisco and L.A. Contact Dick Reynolds, tour manager, 1501 Fernside Blvd., Alameda, Calif.

Dec. 2: Next issue of Railroad Magazine, dated February, hits the news-stands.

Dec. 15 and 29: continuous operation of steam, diesel, and traction system at open house of Hagerstown (Md.) Model RR. Club, N. Mulberry St. at Fairgrounds. •

Not Listed in The Official Guide

by Elliott Kahn

SINCE August '62 we have been serializing a list of nearly 3,000 railroads not mentioned in *The Official Guide*. They are mostly industrial lines.

All wheel arrangements (0-6-0, etc.) specify steam power unless otherwise noted. To save space we omit Co., Corp., and Inc. from most corporation titles. Also, we use these abbreviation: *AFB* (Air Force Base), *CLC* (Canadian Locomotive Co.), *des* (diesel-electric switcher or switchers), *Comm.* (Commission), *Consol.* (Consolidated), *DH* (diesel-hydraulic), *DM* (diesel-mechanical), *elec.* (electric), F-M (Fairbanks-Morse), *GE* (General Electric), *GM* (General Motors), *hp* (horsepower), *loco* (locomotive), *MLW* (Montreal Locomotice Works), *n.g.* (narrow gage), *Ply.* (Plymouth), *std.* (standard), and *Whit.* (Whitcomb).

Your compiler (75-48 183rd Street, Flushing 66, N. Y.) appreciates additions and corrections from readers.

West Virginia (Continued)

Power—Beech Bottom Power, one GE 550-hp des.
Prudence—Meadow Creek Fuel, shuttle car.
Pursglove (Osage)—Christopher Coal (Osage No. 3 Mine), 13 trolley locos, 9 shuttle cars, 220 steel mine cars, 42" gage; Christopher Coal (Pursglove No. 15 Mine), 19 trolley locos, 15 shuttle cars, 225 steel mine cars, 48" gage.
Queens Shoals—J.W. Hanson & Son Coal, 2 locos, 60 mine cars, 42" gage.
Rachel—Joanne Coal, 4 locos, mine cars, 42"
Ragland—Island Creek Coal, 12 trolley locos, 12 shuttle cars, 655 mine cars, 44½" gage.
Rainelle—Meadow Creek Lumber, Heiseler, Shay, 2 GE 600-hp des, cars.
Raleigh—Raleigh Empire Coal, 8 locos, 6 shuttle cars, mine cars.
Red Jacket—Island Creek Coal, 15 trolley locos, 12 shuttle cars, 218 steel mine cars, 48" gage.

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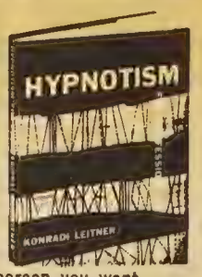

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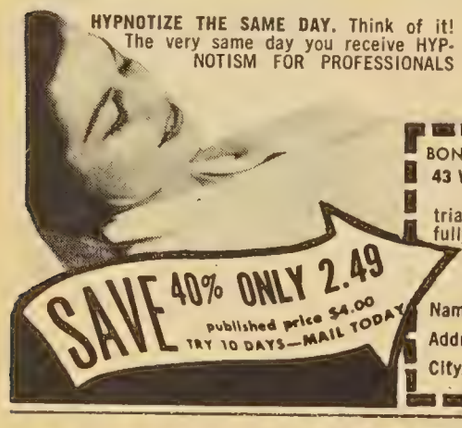

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DOUBLE MONEY BACK GUARANTEE

Redstone—Queen Bros. Coal, 4 locos, 100 mine cars, 42" gage.
Richwood—Cherry River Boom & Lumber, 4 gas railbuses, logging cars.
Rivesville—Monongahelia Power ?
Robin Hood (Twilight)—Armco Steel, 8 locos, 10 shuttle cars, 225 mine cars, 42" gage.
Royal (Mt. Hope)—Charleston Coal, locos, shuttle and mine cars, 44" gage.
Sarah Ann—Crystal Block Coal & Coke, 4 locos, 4 shuttle cars, 100 steel mine cars, 48" gage.
Saunders (Lorado)—Lorado Coal Mining, loco, 4 shuttle cars, 20 steel mine cars.
Scarlett Glen (Ragland)—Island Creek Coal, 8 trolley locos, 18 shuttle cars, 300 steel mine cars, 44½" gage.
Shamrock (Kayford)—Oglebay-Norton, 16 trolley locos, 16 shuttle cars, 257 steel mine cars.
Shinniston—Pitfair Coal, 11 locos, 2 shuttle cars, 200 steel and wooden mine cars, 42" gage.
Slab Fork—Slab Fork Coal, 16 trolley locos, 16 shuttle cars, 205 steel mine cars, 350 composite mine cars 44" gage.
Slagle (Yolyn)—Amherst Coal (McGregor No. 1, 2, 6 Mines), trolley locos, shuttle and steel mine cars, 48" gage; Amherst Coal (Paragon Mine), trolley locos, shuttle and steel mine cars, 48" gage.
South Carbon (Wevco)—Carbon Fuel, trolley locos, shuttle cars, steel and wooden mine cars, 44" gage.
Sprigo (Lobata)—By-Product Coal, 10 shuttle cars, 5 mine jeeps.
Springton (Dott)—Crozer Coal & Land, 19 locos, 400 mine cars.
Stephenson—Page Coal & Coke, trolley locos, steel and composite mine cars, 44" gage.
Stickney—Crandon Coal, 10 shuttle cars.
Stirrat—Omar Mining (Omar No. 15 mine), trolley locos, shuttle and steel mine cars, 48" gage; Omar Mining (Omar No. 19 C Mine), 3 trolley locos, 4 shuttle cars, 102 steel mine cars, 48" gage.
Stowe (Amherstdale)—Island Creek Coal, 6 locos, 4 shuttle cars, 250 steel mine cars, 48" gage.
Stringer (Worthington)—Consol. Coal (Mountainee Coal Div.), 13 trolley locos, 18 shuttle cars, 243 mine cars, 42" gage.
Superior—Cannelton Coal, 8 locos, 10 shuttle cars, other mine cars.
Susanne (Coalwood)—Olga Coal, 13 battery locos, 34 trolley locos, 48 shuttle cars, 460 12-ton 8-wheel mine cars, 48" gage.
Swandale—Georgia-Pacific, 3-truck Shay, Ply. D.H. (44 ton), log cars, cabooses.
Tama—Winding Gulf Coals, locos, steel mine cars.
Teter (Phillipi)—C&C Mining, 3 locos, 28 steel mine cars.
Thacker D&D Coal, 20 mine cars, 2 shuttle cars.
Tierney (Herndon)—Premier Pocahontas, 3 locos, 6 shuttle cars, 38 mine cars, 44" gage.
Timbar (Gilbert)—Massey Coal Mining, 9 shuttle cars, 60 steel mine cars, 44" gage.
Tioga (Richwood)—Maust Coal & Coke, locos, cars.
Tomlinson—Snap Creek Coal (Rich Eagle Mine), 4 locos, 70 drop-bottom mine cars, 44" gage; Snap Creek Coal (Rich Creek Mine), 8 locos, 75 drop-botton mine cars, 44" gage.
Tralee—Semet-Solvay Div., Allied Chemical, ?
Triadelphia (Elm Grove)—Valley Camp Coal, 13 trolley locos, 14 shuttle cars, 300 steel mine cars, 42" gage.
Tunnellton—D&S Mining, 4 locos, 55 mine cars, 42" gage.
Tunnellton—Lick Run Coal, locos, cars.
Tunnellton—Mart Coal, 3 locos.
Tunnellton—Premer Coal (line aband.), last report one 2-truck Shay still at site.
Verdunville—Island Creek Coal, 10 shuttle cars, 44½" gage.
Vivian—Consol. Coal (Pocahontas Fuel Div.), 10 trolley locos, 14 shuttle cars, 240 steel mine cars, 44" gage; Eastern Gas & Fuel Associates, 46 locos, 31 shuttle cars, 1,002 mine cars.
Vulcan—Tug River Coal, shuttle cars.
War (Warrior Mine)—Jean Pocahontas Coal, 4 locos, 32 mine cars, 48" gage.
Webster Springs—Pardee & Curtin Lumber, elec. mule, one GE 45-ton des, one GE 20-ton des, mine cars, all 42" gage.
Weirton—Standard Slag, one Vulcan 500-hp des, one GE 470-hp des, 4 Whitcomb 243-hp d-h 0-4-0's, locos, cranes, dump cars; Weirton Steel—3 GE 300-hp des, 2 GE 150-hp des, cars.
Wellsburg—Liberty Coal, 4 locos, 6 shuttle cars, 50 mine cars, 42" gage.
West Carbon (Winifrede)—Carbon Fuel, trolley locos, shuttle steel mine cars, 42" gage.
West Gulf (Maben)—Winding Gulf Coals, locos, mine cars.
Wharton—Eastern Gas & Fuel Associates, 13 locos, 11 shuttle cars, 545 mine cars.
Whitby—Sterling Smokeless Coal, 8 trolley locos, 225 mine cars, 42" gage.
Widen—Clinchfield Coal, 36 trolley locos, 18 shuttle cars, 1200 wooden mine cars, 42" gage.
Wilbur (Logan)—Chafin Coal, locos, shuttle cars, mine cars, 44" gage.
Willabet (Fireco)—Piney River Pocahontas Coal, 2 locos, 3 shuttle cars, 20 mine cars.
Wilcoe—U.S. Steel, locos, cars, 48" gage.
Willis Branch—Mary Francis Coal, 3 trolley locos, 100 steel mine cars.
Willow Island—Monongahelia Power, ?
Windsor Heights—Windsor Power House Coal, locos, shuttle and mine cars, 42" gage.
Wyco—Amigo Smokeless Coal (Black Eagle Mine No. 1 Mine), locos, mine cars, 44" gage, and (Wyco Mine), locos, mine cars, 44" gage.
Wyoming—Island Creek Coal, 3 trolley locos, 350 steel mine cars, 48" gage.

Wisconsin

Afton—Consumer Co., 0-4-0T, 6 side-dump cars.
Beloit—Fairbanks Morse, ?
Dresser Jct.—Consumer Co., 3 0-4-0T's, dump cars.
Dousman—Consumers Co., ?
Green Bay—Menominee Sugar, 0-4-0T; National Transportation Museum, 0-4-0T (in service), 4-6-2, 4-6-0, 4-8-4, 2-8-0, 4-8-8-4 (these all on display), several coaches, other cars.
Kimberly—Kimberly-Clark, ?
Manitowoc—Manitowoc Portland Cement, ?
Milwaukee—Marquette Cement Mfg., ? ; Milwaukee Solvay Coke, steam loco, small steeple-cab elec., diesel loco.
Nekoosa—Nekoosa Edward Paper, one GE 500-hp des.
Park Falls—Kansas City Star (Flambeau Paper Div.), one GE des.
Port Edwards—Neskoosa-Edwards Paper, one GE des.
Port Washington—Wisconsin Elec. Power, elec. loco.
Racine—Massey-Harris-Ferguson, ?; Consumers Co. Div. of Union Chemical & Materials.
Rhinelander—Rhinelander Paper, ?
Rib Lake—Rib Lake Lumber, 2-6-2.
St. Francis—Wisconsin Electric Power, ?
Sheboygan—Wisconsin Power & Light, elec. loco.
South Milwaukee—Bycyrus-Erie, one GE 0-4-0 275-hp des.
Superior—Archer-Daniels-Midland, one GE, 4-wheel des; Koppers Co., ?
Waterford—Peppermint & Northwestern RR. (Peppermint Farms), 2-6-2, 3 coaches, 36" gage.
West Allis—Allis-Chalmers Mfg., diesel.
Wisconsin Rapids—Consol. Water Power & Paper, 2-8-0 (on display), Ply. d-h 0-6-0.

Wyoming

Atlantic City—Columbia-Geneva Steel Div., U.S. Steel, 78 miles.
Frances E. Warren A,F.B. (Cheyenne) U.S. Air Force, ?
Kemmerer (Frontier)—Kemmerer Coal, 4 battery locos, 52 steel mine cars, 42" gage, also incline railway.
Laramine—Monotith Pacific Midwest, two 0-6-0's.
Lovell—Great Western Sugar, 0-4-0T.
Rock Spring—Union Pacific Coal, 3 trolley locos, shuttle car, 65 steel mine cars, 36" gage.
Superior—Union Pacific Coal, 27 trolley locos, 10 shuttle cars, 850 mine cars, 42" gage.

In addition to the above, the following American contracting firms operate locos at various construction sites (dams, reclamation sites, harbor developments, etc.) on a temporary basis; Guy F. Atkinson Co., Dravo Corp., Brown & Root, Coker-Kirwit-Cunningham, Drake-Grafe-Winston-Tecon-Conduit, M. W. Kellogg Co., B. Perini & Sons, Shea-Kaiser-Morrison-Knudsen, Merritt, Chapman & Scott, plus many others.

Our next issue (Feb., out Dec. 2) will list Canadian roads that are not mentioned in *Official Guide*.

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COLORADO NEWS & NOTES

COLORADO ANNUAL 1963

Just out in June, this big (8½x11) illustrated Annual covers narrow gauge in Colorado and "the Silverton", plus narrow gauge steam elsewhere today.

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Muscular Switching

POSSIBLY the only time that men ever pushed Pullman cars was in connection with James A. Garfield's last visit to Elberon, N.J. The President had been shot in the PRR station at Washington, D.C., in July, 1881, and had lingered in the very hot capital about two months, long before the days of air-conditioning. On September 1st a special train carried him to Elberon, to Franklin Cottage, in the hope that sea breezes would speed his recovery. The Elberon temperature was then 97, according to an account published in the *Red Bank Register* the next day. The newspaper stated:

From the time it was completed until the President's hospital car arrived, drilling engine No. 4 pounded continually over the temporary line between Elberon station and Franklin Cottage. As she evened out the roadbed, soldiers from Governor's Island restrained the throngs of people on both sides of the tracks.

At one p.m. the train arrived. A tremor of excitement ran through the crowd but there were no cheers or shouts. They just watched anxiously as the road engine was uncoupled and the smaller engine coupled on. With a gentle touch No. 4 eased the cars down the track until near Franklin Cottage. There was a sharp curve here and No. 4 not being powerful enough to push the cars further without a great deal of noise, the train came to a standstill.

As soon as the difficulty became known, soldiers, railroad laborers, and civilians ranged themselves around the train. The first car, that contained Mrs. Garfield and the family, was uncoupled and 100 willing hands pushed it around the curve to the end of track. Spectators then crowded around the hospital car, each anxious to assist in pushing the car containing the beloved patient. As it neared the cottage Dr. Bliss, the President's physician, hung out of the car and gave directions as to its position. This was done with utmost quietness.

But he died 13 days later. James G. Blaine, who delivered the funeral oration, referred to those last days at Elberon, saying "Let us believe that in the silence of the receding world he heard the great waves breaking on a further shore and felt already on his wasted brow the breath of the eternal morning."

(The foregoing came from Bob Purdy, 37 Davis Lane, Red Bank, N.J., whose grandfather, Winfield Purdy, a Pennsy assistant yardmaster, was the first American drafted in World War 1—quite a distinction!)

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to match 4 for $3.75

Think of it! Heavy-duty cotton twill pants that sold for 3.85! Now, fully reconditioned and yours at this rock-bottom price!
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Wear'em used and save plenty! You can't beat this bargain anywhere! The best made. Sold for 6.95. Now . . . wow! . . . what savings! $2.29 3 for $6.75
Send chest measurement.

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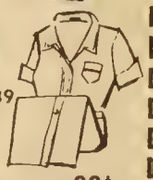

Near-new industrial surplus. Heavy-duty cotton will take repeated launderings. Button front. 2 patch pockets. Assorted pastel colors. 99¢ 4 for $3.89
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Eisenhower type. Four pockets. Heavyweight twill. In solid condition for plenty of rugged wear! Blue only. *Send chest measurement.*

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White or assorted color cotton socks for about 20c a pair. Elastic tops. Slight irregulars. A buy you can't beat. *Send sock size.*

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Approved for Veterans

WRECKMASTER

DAVID B. ROSS has a tough, dangerous job. He's a wreckmaster on the Pennsylvania - Reading Seashore Lines in the Camden area and has never forgotten that back in 1933, four years before he went railroading, a wreckmaster was killed because a cable broke and wrapped itself around his neck. Today, a safety rule for wrecking crews everywhere is to be certain that all men are clear before you pull or move any equipment.

Jeanne Ross

Dave's wife is a newspaper reporter. One of their two daughters is a blue-eyed blonde named Jeanne who'd like to be a train hostess but is now doing secretarial work for a trust company, and the other is a five-year-old.

Jeanne is much interested in her father's job. She knows that sometimes his men have to work under an engine or a railroad car, which is fraught with peril, and that, when jacking up cars, the gang foreman must make sure the car doesn't topple or move over onto the men. Her father has told her that rain, snow, and fog impede the business of cleaning up wrecks, especially when a heavy snowfall hides the track. Hazards at night include not being able to see hand signals, although flashlights are normally used in signaling.

"Daddy," says Jeanne, "thinks the new fluorescent paint, even though expensive, is really economical because it saves you from fumbling around for small tools in the dark, besides cutting down on the loss of smaller items such as jack handles, wrenches, and so on."

Wrecks in the Camden area are usually the freight variety and mostly are handled with trucks. This, too, is thrifty because it doesn't require so many men and is speedier.

"We use a derrick only when we can't get to the mess with a truck," Dave tells us, "or where cars are overturned or too many cars are involved."

The wreck truck assigned to his crew is a specially-designed, 20-ton, ten-wheel job, only two years old, something new on the P-RSL. It has 30 jacks, blocking, and everything else needed for the work, with a winch front and back, and 2½ hoist on the boom that extends three feet past the rear of the truck, and its cab seats ten men.

"One time," he says, "we jacked up an engine with our 75-ton jack, and a bulldozer pushed it onto the tracks. This saved time and prevented further damage to the engine—something a wreckmaster must watch out for.

"You must be skilled in handling a

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derrick, careful to avoid hitting overhead wires. You watch out for swinging around front and hitting something with the back of your derrick. You're careful not to tip the derrick over and, of course, you need the trainmaster's approval and his signal that other trains won't be using tracks that you have to swing the derrick over."

Jeanne chimes in: "One of daddy's biggest problems was the time an engine toppled into a turntable pit. That was a real dilly to get out. He used two derricks."

"Yes," says her father, "and another bad moment had to do with the floats that carry flatcars across the Delaware River at Bolsun Street. That day a car was straddled, the float got away from under the slip, and one end of the truck dipped down into the river, hanging to the car by a single rod!

"Well, we had to fasten a chain around the truck axle so the truck wouldn't fall all the way down into the river. I sent a man down a long ladder into the water. This spot was mighty dangerous because the truck weighed five tons and if the rod had broken you can guess what might have happened to the man. Then I learned he couldn't swim. That taught me a lesson: know your men's capabilities."

Jeanne likes to talk shop with her father. She lives at 39 Brittin Ave., Audubon, N. J.; is a non-smoker, and can't stand people who blow cigarette smoke in her face. When she was a Girl Scout, near the end of the Steam Age, she talked her troop into visiting the old Camden enginehouse and riding the steam locomotives there ●

NEWS FLASHES. The American Government is no longer subsidizing the railroads' competitors on the Mississippi River. President Kennedy has signed a bill repealing the Inland Waterways Corporation Act and abolishing the one Government-owned Federal Barge Lines.

A great name—Chicago, Rock Island & Pacific Railroad—will be blotted out if stockholders and ICC authorize its merger into the Southern Pacific and the Union Pacific. Plans call for SP acquiring all Rock Island lines south and southwest of Kansas City while UP takes over the rest. Challenging those plans, Chicago & North Western has asked ICC for authority to gain control of CRI&P through stock ownership.

Long Island Rail Road has already opened its new station at the site of the New York World's Fair, 1964-'65, but the Fair itself will not admit regular visitors until next April 22.

A circus train was stopped by the derailment of a large tie-tamping machine recently between Grahamstown and Alicedale in South Africa. Circus officials looked at the trouble. Then two elephants were unloaded from their car; they pushed the big machine back onto the rails, and the train went on.

Two little girls waiting at Todmorden railway station in Yorkshire, England, with their parents, cried when their train roared past without stopping. That train should have taken them to an airport to board a plane for a vacation in Ireland. Dad phoned a British Railways official. Result: BR diverted one local train to pick up the stranded Turner family, turned another train into a non-stop express, and even paid a taxi to take them to the airport in time to catch their plane, reports Joseph Fox.

Maryland Port Authority has just acquired the north side of the Baltimore & Ohio's marine terminal at Locust Pount, one of the world's largest railroad-owned cargo terminals. The Port Authority is leasing the property at $1 a year for 40 years, with two options to buy during that period. ●

SWITCH LIST

THESE items are published free of charge, in good faith but without guarantee. Keep within 28 words, including name and address. Use abbreviations such as *tts.*, (timetables), *emp. tts.* (employees timetables), *b&w* (black and white), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* a long time before publication date. As this magazine hits the newstands, our next department is already closed. Entries for April issue (out Feb. 3) should reach us not later than Jan. 20.

If you want pen pals, state your special interests, so they will know what to write about.

Write each item plainly or pen-print or typewrite it on a postcard or separate slip of paper—not buried in a letter dealing with other matters. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York 17, N.Y.

NdeM Mikado (Alco 1921) on local passenger run between Mexico City and Toluca.
Adolfo Villasenor M., Edificio Condesa, Depto. R-1, Mexico City 11, Mexico

JOHN AARDEMA, 223 Slater St., Paterson, N.J. (07501), wants p.c. or 5x7 pix Interstate loco 28, rr. ferries, 2-4-4-OT or Mallet, trolleys, on Hud. Riv., Hackensack, Ft. Lee, or Englewood lines.

JOHN ALTSHOOL, Box 1018, Las Cruces, N.M., needs info., pix on Hawthorne, Nebagamon & Superior in n.w. Wis. '98-'08.

JOHN AMBROSIA, 138 E. Mahanoy St., Mahanoy City, Pa., sells rulebooks, emp. tts., tr. orders, other railroadiana. (SSE).

KEN ANDERSON, 5029 N. Western Ave., Chicago, Ill., will buy 10/50 Railroad Magazine, 4/41 Trains, good cond.

C. T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. (33023), sells 4x5, p.c. size pix LV, RDG, CNJ, L&NE, D&H, DI&W, Pa. short lines. (SSE).

DON AUSTIN, N. Main St., Troy N.H., sells steam, elec. railroadiana; list 10¢.

JOE BAK, Jr., 3250 N. Normandy Ave., Chicago, Ill., sells, trades rr. mags., bks. List SSE and 10¢.

JESS BARBOUR, 1023 Vernon Ave., Winston-Salem, N.C., wants Railroad Magazine 2/53, 7/54, 3/50, 4/50, plans, pix N&W, SOU, C&O, VGN.

TOM BARCUS, 23560 Majestic, Oak Park, Mich., wants Midland Terminal info. pix, tts., emp. tts.

T. A. BAVOLAR, 28 W. 32nd St., Bayonne, N.J., sells CNJ action diesel, train pix. Sample, with info. 25¢.

R. C. BEACH, Box 2, Randolph, Minn., buys any size pix GTW steam locos 953, 903, 711, 500, 485, 462, 457, 290, 288, 284, 278.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore Md., sells color, b&w pix rrs., interurbans, trolleys of U.S., Canada, England; list 25¢.

H. G. BOUTELL, 209 W. Arrellaga St., Santa Barbara, Calif., sells rr. passes 1864-1940. (SSE).

MIKE BOYAR, Box 2066, New York 1, N.Y., sells rr., trolley postcards; list 35¢.

ED BAUMGARDNER, 26 East End Ave., Oneonta, N.Y., sells four 5x7 '06 action pix D&H pass. trs. (SSE).

GEO. BRADSHAW, 1404 Morgan Ave., Parsons, Kan., trades, buys old rr. annual passes.

ELMER BRASWELL, 1581 Melrose Dr. S.W., Atlanta, Ga., sells 8x10 b&w action shots ex-FEC, Chattahoochee Valley, Heisler, ACL, $1 ea.

GEO. BROAD, Box 957, Ft. Collins, Colo., sells D&RGW std-gage emp. tts., Rocky Mt. railroadiana. List and sample tr. order SSE.

J. F. BROMLEY, 32 North Dr., Scarborough, Ont., Canada, sells size 616 negs. U.S., Canadian trolleys; list 10¢.

TOM BROWN, 5912 Fern St., El Cerrito, Calif., wants Southern, Eastern, or New England pen pal interested in emp. tts., pix, or slides.

R. M. BUCKLEY, 183 Conant Dr., Buffalo, N.Y., will mail free to first 16 readers responding copies of Courier-Express roto section on last NS&T run; 10¢ postage requested.

WINFIELD BURKE, R5, Box 38, Chillicothe, O., wants pix of old B&O pass. station at Xenia, O.

RAY BYERS, 167 Feronia, Rutherford, N.J., sells India rr. pix; sample SSE.

WARREN CALLOWAY, Rte. 1, Box 144, Cary, N.C., want 3½x5 diesel pix, negs. of GN, NP, SP, UP, CB&Q, ATSF, NYC.

T.J. CATANZARO, 87-82 12th St., Richmond Hill, N.Y., sells new rr. Xmas cards. (SSE)

T. S. CHARRNEY, 3737 Armitage Ave., Chicago, Ill., sells "Milestones in R.R. History" commemorative covers. Free info.

D. M. CHRISTISEN, Box 122-R, Columbia, Mo. (65202), issues trade paper "Interchange Railroader" for mdl. and rr. fans. Current issue 10¢ and SSE.

T. E. CHUDOBA, 125 Hampden Rd., Rochester, N.Y., sells pix, maps, tts., bks., other railroadiana. Lists $1 ea. (SSE)

L. J. CIAPPENI, 1514 98th Ave., Oakland, Calif., trades size 616 negs. of Minera Mexicana 2'-gage

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CHAS. CONNIFF, 534 Witsell Rd., Jackson, Miss., sells size 616 pix steam, diesel, 150 rrs. (SSE)

BOB COOKSON, Rte. 3, Newtown, Conn., will buy Baldwin builder's plate 62142 of 1938.

WAYNE CORLEY, 9070 Raleigh St., Westminster, Colo., will buy 1925 Off. Guide.

ROSS CRAIN, 626 S. Hoefner Ave., Los Angeles, Calif., collects railroadiana.

BILL CRAWFORD, 35 Colfax Rd., Havertown, Pa., wants to hear from fans inter. in trolley parts.

L. P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa., sells rr. pix; list 40¢ and SSE. Buys size 116 negs. of certain PRR steam locos.

JIM CUNNINGHAM, 185 W. Brentwood St., Detroit, Mich. (48203), buys orig. steam negs., sizes 616 or larger, ACL, L&N, NC&SL, Alton, C&EI, CRI&P, most Southern rrs.

RALPH DERBY, Box 162, Raynham, Mass., sells sample slice of old U-rail. (Price?)

FRANK DIFALCO, 31 Ringgold St., Haverhill, Mass., sells New Eng. area diesel pix; list SSE. Wants negs. BL2's, BW, FM cab units, PRR BH-50's, other unusual diesels.

LARRY EASTWOOD, Box 182, Bryn Athyn, Pa., wants size 616 negs. or 35mm color slides of LIRR coaches 8514-8516.

PHIL ELLIS, 3 Keiller St., Moorabbin, Victoria, Australia, wants rr. bks. incl. "Rails Around Gold Hill," Railroad Magazine, Trains. Offers Eng. or Austr. rr. literature in trade.

PAUL ESLER, 244 W. 5 Ave., Trappe, Collegeville, Pa. (19426), wants any size pix RDG 1101, 1109, 1120, 1125, also Pa. steam shortlines.

G.H.I. FAIRCHILD, 32 Stanstead Crescent, Brighton, England, wants ry. tkt.; trades English ry. mag, for Railroad Magazine.

GORDON FARQUHAR, 1505 Elbur Ave., Lakewood, O., sells 2¼x3¼ negs SHRT. PCC's. Wants negs., slides NKP, W&LE diesels, steam.

MIKE FINE, 6 Beechwood Terr., Poughkeepsie, N.Y., wants emp. tts., info. on NYC, New Haven.

GEO. FORERO, Jr., 43, Pembrook Dr., Mineola, N.Y., will send free LIRR maps., tt., pix for stamps, so long as supply lasts. Wants teen-pen pals inter. in general railroading.

JOE FRIEDL, 409 S. Madison St., Waupun, Wis., sells back issues Railroad Magazine, Trains, RB&BB circus rte. bks. (SSE)

CARL GAY, 460 Linden Ave., Winnipeg, Man., Canada, sells, p.c. size, 6x8, 8x10 pix steam. (SSE)

TED GAY, 6 Northview Dr., Morris Plains, N.J., buys orig. 8mm rr. movies or trades for good orig. 16mm rr. movies.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif., buys, trades rr. stocks, bonds.

HARVEY HANSEN, 1024 12th St. #2, Santa Monica, Calif., wants orig. Kodachrome slides FT's, F2's, F3's, GP30's, esp. SOO.

TOM HARPER, 6066 Reinhart St., Philadelphia, Pa., will sell '63 Off. Guides or trade for slides, other railroadiana.

WALT HARRIS, 1668 Brandon Ave. S.W., Roanoke, Va., sells back issues Railroad Magazine, Trains, British, U.S. mdl. mags., bks., etc.; list free.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass., sells steam pix from Northeast and Canadian rr.; list 25¢.

HARVEY HICKS, 1705 S. 2nd Ave., Acradia, Calif., wants pen pal inter. in Santa Fe Ry.

JOHN HODSON, Britt, Iowa, wants C&NW, M&SL steam negs., tts., emp. tts., 2 copies M&SL emp. tt. No. 15.

GILBERT HULIN, 370 18th Ave. W., Eugene, Ore., sells 35mm color slides Western diesels, steam. List and sample 25¢.

JOHN HUTCHINS, 5A Sudbury Rd., Concord, Mass., sells New Eng. diesel pix, rosters. (SSE) Wants negs. B&M 3800, 4200 series diesels.

Pfc. PETER JENSEN, 65th DPU, APO 403, New York, N.Y., stationed overseas, sells European steam, diesel, elec., trolley, interuban pix, any size. (SSE) (Airmail is much faster).

BILL JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind., sells 2¼x3¼, 616 negs. of steam, diesel, trolleys, elec., geared locos, most U.S., Canadian rrs.

MARK JOHNSON, 10502 77th Ave., Edmonton, Alta., Canada, seeks pen pals inter. in UP, ATSF, tts., n.g. info.

HOWARD JOHNSON, 422 Tate Court, Plainfield, N.J., wants interurban or steam shortline pix, negs., sizes 616, p.c.; also tts., tkt. daters, rr. hand stamps.

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y., sells back issues Railroad Magazine, Trains, R&LHS Bulls., etc. (SSE). Buys similar mag. Collections, good cond.

JOHN KEEFER, 2906 Allison St., Mt. Ranier, Md., wants and sells pix Chesapeake Beach steam; recent trolley slides. (SSE).

E.N. KEMLER, 506 W. Stoughton, Urbana, Ill., sells back issues Railroad Magazine, Trains, good cond.; other railroadiana; list 10¢.

DAN KERELKO, Floodwood, Minn., buys any size steam pix, negs., tts. of C&NW, CSPM&O, SOO, GN, NP, D&NE, DW&P, Minn. logging roads.

DON KISSICK, YMCA, 714 Hamilton Blvd., Box 531, Peoria, Ill., wants CSS&SB photos, negs. Wants to hear from fans who plan interurban photog. trips in near future.

M.M. KNIFFEN, Box 756, Poughquag, N.Y., sells 3½x5 to 8x10 pix locos, cars, scenes, many rrs.; list 10¢.

BERNARD KOCH, 306 E. Broad St., Tamaqua, Pa., wants pen pal inter. in RDG and LNE. Trades RDG diesel rosters for other Eastern diesel rosters.

TIM KOUPAL, Mineola, Mo., wants BAR pix, info., tts.

TOM LAWSON, 102 LaFayette, Boaz, Ala., sells size 616 negs. Southern shortlines steam, diesel; list 10¢.

VINCENT LEE, 32 E. 42nd St., Bayonne, N.J., trades sizes 127, 135 negs. CNJ, BEDT, RDG steam, CNJ, EL, PRR diesels. Wants Erie steam negs.

BOB LE MASSENA, 1795 S. Sheridan, Denver, Colo., trades size 120 steam negs. for pre-'43 Railroad Magazine, and Poor's or Moody's rr. manuals.

R.J. LINDEN, (Rdg. trainman), 610 Knoll Dr., Lansdale, Pa., wants to contact anyone who made tape recordings of RDG Rambles.

BILL LINLEY, 30 Altair Ave., Ottawa, Ont., Canada, sells pix, 3½x5 and larger, steam, diesel, elec.; no list.

LARRY LOYKO, 419 Werner Ave., Glenolden, Pa., wants DT&I info. and railroadiana.

K.S. MACDONALD, 9 York St., Truro, N.S., Canada, sells size 616 pix CN, CP steam, Canadian streetcars. Buys 616 steam negs. AC, CN, CP, NYO&W, RUT.

DICK MAGUIRE, 11 Baker Rd., Reading Mass., sells B&M rule bks., emp. tts., railroadiana. (SSE)

JEFF MARKER, 7331 Kildare, Lincolnwood, Ill., sells pix, tts. CNS&M, CA&E; tt. sample $1; pic sample 15¢. (SSE)

WALT MATUCH, 182 Prospect Ave., Bayonne, N.J., sells 8x10 action pix CNJ 4-6-2's, 2-8-2's. Camelbacks.

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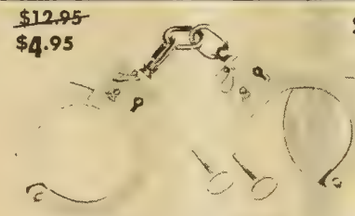

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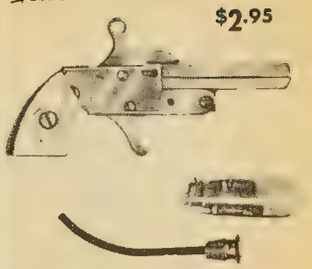

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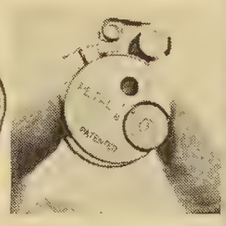

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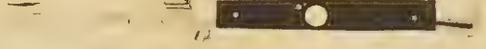

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JACK MAY, 5601 Riverdale Ave., New York, N.Y., wants tkts., cash fare rcpts. of CNJ, Erie, NJ&NY, DL&W, NYC, PRR, RDG.

BARRY MAYER, 10228 Edgewood Ave., Silver Spring, Md., sells all size pix B&O, PRR, NYC, CN, CP, GN, NP, SOU, SP, UP, N&W, C&O, etc.

ED McLAUGHLIN, 3512 Rashti Court, Fort Worth, Tex., sells orig. 35 mm color slides of diesels at night, many rrs. (SSE).

HARRY McMAHON, 2627 Maplewood Ave., Toledo, O., is selling his entire large collection of railroadiana. (SSE).

JOE McMAHON, 15 Adrian Ave., New York City, sells Eastern tts., emp. tts., elec. ry. items. (SSE).

HAROLD McMICHAEL, 30 Palmerston Ave., Brantford, Ont., Canada, sells p.c. pix CN, CP, NYC, TH&B steam, on approval.

GEO. MELVIN, 4 Gardiner St., Richmond, Maine, buys any size pix diesels, cabooses, etc., of B&ML, AV; also Port. Term. 1081-1082.

FRANK MERCHER, 448 Argyle Dr., Falls Church, Va., wants FEC steam pix, slides; rr. postcards.

ED METZ, 1162 Lynda Lane, Warminster, Pa., sells tr. orders; wants Erie, E-L, DL&W, CN.

TED MILLERICK, 834 Petaluma Blvd. N., Petaluma, Calif., wants info., catalogs, pix, drawings, specs. of 12½" to 18" gage park train locos.

BILL MILLSAP, Box 168, Robinson, Ill., buys Pullman and obs. car pix. (What size?)

L.D. MOORE, 121 Flagg Rd., Deep Creek, Chesapeake, Va., sells loco pix, negs., tt., mags., bks., catalogs, p.c.'s, etc. List 20¢ stamps.

S.Sgt. CARL MUNCK, 5010 ABWg., Box 503, APO 937, Seattle, Wash., sells p.c., 616 pix steam, diesel of D&H, RDG, CNJ, PRR, B&M, NYC, etc. (SSE).

BILL MYERS, 1511 N. 2nd St., Harrisburg, Pa., sells sizes 120, 3½ x 5 trolley pix; sample 10¢ and SSE.

J.A. NELSON, 518 E. Plainfield, Milwaukee, Wis., sells CNS&M items. List 10¢ and SSE.

DAVE NESTLE, 81 Hill St., Greenwich, N.Y., sells much railroadiana; list 10¢.

PETER OHANIAN, 2735 N. Thorne, Fresno, Calif., wants steam pen pals, age 21 to 30.

WAYNE OLSEN, 1816 W. Superior St., Duluth, Minn., sells steam, elec. railroadiana from Midwest; trades old Minn. railroadiana. List 10¢.

ARTHUR OLSON, 1706 W. Carmen, Chicago, Ill., sells pix CNS&M. (What size, Art?)

MAC OWEN, Rte. 1, Box 242, Newcastle, Calif., buys, trades slides, 16 mm movies, neg. of PRR, CNJ, RDG, Erie, LV, DL&W, D&H, SOU, GN steam.

H. PHILIP, 13509 Blenheim Rd., Cleveland, O., trades 35 mm b&w pix, 35 mm color slides of CTS SHRT for back issues Railroad Magazines.

FELIX POLEK, Box 254, Braddock, Pa., will buy NYC Calendars '21-'32, mint cond.

DAVE POND, 85 California Dr., Rochester, N.Y., publishes illust., 4-page, monthly rr. bulletin, "The Lantern"; sample copy free.

PAUL PRESCOTT, 139 McKinley Ave., Conneaut, O., sells size 616 loco pix; 46-page list and sample 15¢.

HERNDON PRICE, 204 Chambers Ave., Georgetown, Ky. (40324), wants to hear from fans who'll take color slides of shortline diesels.

BOB PRINE, 233 3rd St., Baraboo, Wis., sells 616 loco pix; 46-page list, sample 15¢.

BOB RATHKE, 56 Woessner Ave., Pittsburgh, Pa., trades B&O Laughlin Jct. tr. orders for those of other places.

WALT REDMAN, 8906 Piedmont Ave., Detroit, Mich., sells back issues Railroad Magazine, Trains, 3x5 steam loco pix, tr. orders, steam bks.

TUCK RICHARDSON, 426 Belt Ave., Eufaula, Okla., wants pix rr. depots in Southwest and Calif.

HENRY RITCHIE, R.D. 2, Scotia, N.Y., sells 75-page list for $1, of glass negs. of Alco steam from which 8x10 prints can be purchased from History Center, City Hall, Schenectady, N.Y.

PAT ROBBINS, Post Office, Middleville, N.J., buys any size b&w, color pix steam, diesel, of L&NE, NYS&W.

MARTIN ROSENBERG, 73-28 Springfield Blvd., Bayside, N.Y., (11364), buys tts., pix of M&SC, other Que. shortlines. Sells back issues Railroad Magazine, Trains. (SSE).

DICK SAMUELS, 825 23rd St., Milwaukie, Ore.; sells switch keys. (SSE).

JOHN SCOTT, 3716 Rosebrook Ct., Concord, Calif., sells bells and Pyle National headlights from SP steam locos.

AL SHADE, Jr., 9831 Aldridge Dr., Columbia Station, O., sells back issues Railroad Magazine, excel. cond.; postcards showing trs., trolleys.

J. SHAFER, 4359 Lafayette, Evansdale, Iowa, wants rr. color postcards, stock certificates, letters.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn., sells tts., Off. Guides, emp. tts., rulebks., tkts., annual reports, maps, bks., mags., other railroadiana; list 20¢.

DICK SHIDELER, Rte. 3, Box 120, Manteca, Calif., wants negs. SP pre-'46 steam.

H.V. SHOOP, 47 Cedar Ave., Mt. Holly, N.J., wants B&O loco pix, Colum. & Cinn. Div., about '13.

K.M. SMITH, 758 Maple St., Fostoria, O., trades emp. tts., tr. orders, pix, waybills, passes, and other railroadiana for stamps, coins.

FRANK STEELE, R.D. 1, Beaver Falls, Pa., will sell Railroad Magazine '36-'58, good cond.

AL STOKES, 3958 S. Hill St., Los Angeles, Calif., buys Baldwin, Alco, Lima, Schen., Brooks, Rodgers steam loco builders' pix.

WARREN STOWMAN, 2011 W. Godfrey Ave., Philadelphia, Pa., will buy or trade for any size pix P&R 0-4-0T 1204-1215.

TOM STRAUSS, 11550 Xavis St., N.W., Coon Rapids., Minn., seels 3½x5 pix, 35mm negs. NP, GN, SOO, MILW, CB&Q, etc., diesels.

CHAS. SULLIVAN, 76 Carruth St., Boston, Mass., buys all size pix, negs. MTA, Boston El., Eastern Mass. St. Ry.

D.W. TAYLOR, 114 Erdenheim Rd., Philadelphia, Pa., sells RDG tts., tkts., Iron Horse Ramble posters, size 127 steam, diesel, elec. pix. (SSE).

JOHN THOMPSON, 1571 Mt. Pleasant, Toronto, Ont., Canada, buys orig. 35mm slides US, Canadian steam, elec.; swaps Toronto area slides.

TED THOMPSON, Jr., 2006 Blaine St., Williamsport, Pa., trades NYC, Erie, RDG, PR, CNJ emp. tts. for other tts., rulebks. (SSE).

GENE VELNA, 5001 S. Knox St., Chicago, Ill., will buy C&NW rulebk., 8x10 pix NYC steam.

ROY WAKE, 1429 Congress, Chicago, Ill., sells steam loco postcards, incl. CB&Q, 4952, C&S 647, IC 2607, PRR 6110, UP 3987, 9505.

JOHN WALSH, 500 Shadyside Ave., Lindenwold, N.J., buys anything on East Penn Ry. and Pottsville Union Traction.

A.R. WARD, 108 Midvale Ave., Midvale, Wanaque, N.J., sells, trades 3½x5 pix E-L branch lines in N.J.; NYS&W, shortlines. Wants CSRL&P slides, pix.

CURT WIELE, 1046 W. 6th St., Santa Ana, Calif., trades ATSF and SP mags., tr. orders, emp, tts., pix. Wants railfan pen pal.

BILL WORTH, Jr., 17 Hamilton St., Bloomingdale, N.J., wants tts., emp. tts. of NYS&W, Erie, DL&W, L&NE.

W.B. YOUNG, 140 S. Orange St., New Haven, Conn., seeks orig. spec., plans of Conn. Co. 3000 and pix of it on Torrington-Winstead line. Sells NYW&B $1000 bonds.

GENE ZANK, 1717 Hickory, Alma, Mich., sells emp. tts., tts., Off. Guides, tr. orders, tkts., Railroad Magazine, other railroadiana. (SSE).

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NICK DE CATO, 4630 Canterbury Lane, Youngstown, O. (44512), sells Lionel trs., accessories. (SSE).

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DON HAYWARD, 38 Monastery Ave., West Springfield, Mass., will sell NYC O gage Mohawk and MU car. (SSE).

C.M. KNOLL, 120 Coolidge Ave., Spencerport,

N.Y., wants O gage pass. car antenna supports, Kasiner or equal.

J. LESCANEC, 3121 S. 13th St., Lincoln, Neb., will sell Lionel O gage Budd RDC-1 or trade for O gage trolleys, Pittman powered trucks.

L.D. MOORE, 121 Flagg Rd., Deep Creek, Chesapeake, Va., sells tr. catalogs, mdl. trs. List 20¢, stamps.

TOM MOXLEY, MM #3, Aberdeen Proving Ground, Md., sells HO locos, cars, parts, rr. bks., mags. (SSE).

BOB WALLICH, 310 Ottawa St., Washington, D.C., buys, sells HO gage German trolleys. Wants Buddy L and foreign trams.

G.R. WILLIAMS, Box 132, Winona, Minn., wants HO gage Hudson, MILW Hiawatha, Rivarossi, Tenshodo Atlantics, Penn 4-4-4-4, K4 MILW coaches, etc. (SSE).

Roster Revisions

Omitted from the Canadian National roster in our current issue were units 9000-9001 and 7750. 9000-9001 were class V-1a with a weight of 334,000 lbs., 2-D-1 wheel arrangement, tractive effort of 50,000 lbs., 1330 h.p. built in 1928-'9 by CLC under supervision of Baldwin-WH and scrapped in 1946. Unit 7750 was a Q-3a with weight of 237,000 lbs., B-B wheel arrangement, tractive effort of 63,000 lbs., 325 horsepower, and built by CN in 1932 with aid from Ingersoll Rand and Canadian General Electric. The unit was scrapped in 1949. Units 73 and 77 had B-B wheel arrangements.

Units 1227-1228 were originally 2300-2301. Units 1500-1503 and 1509-1511 are lettered Central Vermont. Note 26 should read: 43 sold to Acadia Coal Co., not renumbered.

Welcomed corrections and additions were received to our New England Shortlines rosters (Aug. issue). For a more complete Central of Vermont data as well as a Grand Trunk roster, inadvertently omitted, see the Canadian National System roster in our current issue.

To our Claremont & Concord roster, add unit 12, a 70-ton GE with 600 hp., a B-B wheel arrangement, 35,000 lbs. of tractive effort, and 140,000 lbs. of weight, built in 1948; see note 29. To C&C 15 note 33, not 4, applies. C&C 11, also omitted, is a GE 70-tonner built in 1946; see note 8. C&C 30 is a 44-ton GE with 380 hp., B-B wheel arrangement, 22,000 lbs. of tractive effort, and 88,000 lbs. weight, built in 1941; see note 13.

Hoosac Tunnel & Wilmington 16 was built in 1942, see note 34. HT&W 23, omitted, is a 600 hp. GE 70-ton locomotive with a B-B wheel arrangement, and 35,000 lbs. of tr. eff., weighing 140,000 lbs., built in 1946; see note 8. Also omitted from HT&W listing was 44-tonner No. 15 with 380 hp., B-B wheel arrangement, 22,000 lbs. of tractive effort, and 88,000 lbs. weight, built in 1943; see note 33.

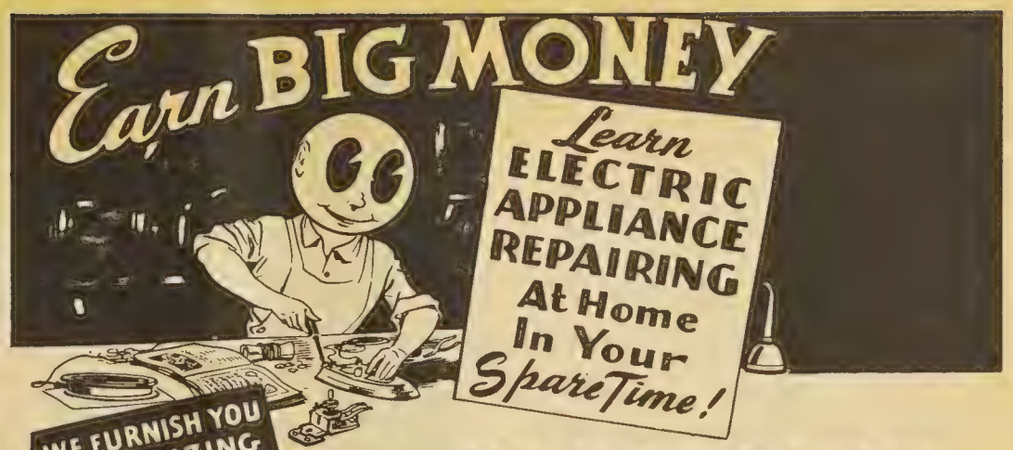
Three locomotives, all GE 70-tonners with B-B wheel arrangements, 35,000 lbs. of tractive effort, 140,000 lbs. weight, and 600 hp. were omitted from the Montpelier & Barre listing. They were No. 19, built in 1949; see note 31; No. 23, built in 1946; see note 8; and No. 24, built in 1951, see note 32. M&B 20 should be listed as a 70-tonner with B-B wheel arrangement, tractive effort of 35,000 pounds, and weight 140,000 pounds, built in 1948. M&B 21, to which note 30 applies, was built in 1947. M&B 22 was built in 1948, and 30 in 1941. Also owned by M&B is ex-B&M 1111, a 660 hp. GM-EMC SW1 with B-B wheel arrangement; see note 35.

The numbered notes for New England shortlines should be revised as follows: Note 4: Formerly B&M, sold to Raymond Construction Co. in 1961, renumbered 4403. Add to note 5: Originally a GE shop locomotive, then Suncook Vallet 3, then Sanford & Eastern 18, then Greenville & Northern 78, then Claremont & Concord 17. That loco really was a boomer. Note 7 applies to Fore River units 15 and 16.

Note 8 should read: Originally Saratoga & Schuylerville 11, then Claremont & Concord 11, then Montpelier & Barre 23, then HT&W 23, then South Brooklyn 13 and then SBK 20009. That too, did a lot of booming around.

Note 9 should read: Originally Barre & Chelsea 15 (or 14?) then Montpelier & Barre 20, then Frankfort & Cincinnati ?. Used on HT&W as No. 20. Note 10 should add the following data: Originally St. Johnsbury & Lamoille County 47, then Barre & Chelsea 15 (or 14?), then Montpelier & Barre 22. There is a question in note 11 of whether B&M 1163 or 1165 was sold to M&B. Note 13 should read: Originally B&M 115, then Claremont & Concord 30 (bought in 1958), then Montpelier & Barre 30 (bought in 1960), then sold to Raymond Construction Co. in 1961 and renumbered 4401.

The St. Johnsbury & Lamoille County 70-tonners referred to in note 22 are: 46, built in 1948; 47, built in 1948, sold to Barre & Chelsea in 1956, renumbered 15, then sold to Montpelier & Barre in 1958, renumbered 22; SJ&LC 48, built in 1948; 49, built in 1948; 50, built in 1949, sold to Montpelier & Barre, renumbered 19; 51, built in 1951; 52, ex-Barre & Chelsea 13, rebuilt by GE in 1958; 53, built in 1951, purchased from Mississippi Export as their 58 in 1958, sold to Hydro Electric Power Commission, Kapuskasing, Ont., in 1960; 54, built in '58, ex-Mississippi Export 50, purchased in 1958.



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Also on the property is ex-Unadilla Valley 200, bought in 1960 but not renumbered.

Note 29 should read: Originally Grafton & Upton 12, then Claremont & Concord 12, then South Brooklyn 12, then South Brooklyn 20008. Note 30 should read ex-Barre & Chelsea 12, then Montpelier & Barre 21, sold to Frankfort & Cincinnati in 1962.

Note 31 should read: ex-St. Johnsbury & Lamoille County 50 (owned by Barre & Chelsea). Note 32 should read: ex-Greenville & Northern 75, later returned to G&N. Note 33 should read: Originally D&RGW 43, then HT&W 15, then Saratoga & Schuylerville 15, then Claremont & Concord 15. Note 34 should read: Originally D&RGW 39, then Sanford & Eastern 1st 14, then HT&W 16. Note 35 should read: EX-B&M 1111, bought for parts.

Referring to our B&O roster, Fred Kern, Jr., questioned whether units 1407 and 4504 ever existed. A check with the B&O records revealed that units 52 (2nd) and 245 were wrecked prior to their renumberings and hence never carried the new numbers intended for them.

LIRR roster should be corrected to read that class GS-1, 398-399, have B wheel arrangement.

Charles M. Mizell, Jr., sent these additions to our M-K-T roster: 151A, C-152A, C were renumbered 57A, C-58A, C. 153A, C-157A, C numbered 59A, C-63A, C. Note 5 applies to units 226A, C. 326A, C-334A, C, 3310 (2nd) renumbered 82A, C-90A, C, 1000-1010 renumbered 22-32. Note 6 applies to these units.

1201-1215 renumbered 33-47. 1-6 had no old numbers. 1551-1563 renumbered 144-156. 1571-1586 renumbered 126-141. 1591 renumbered 157. 1651-1654 received no new number. 1701-1702 renumbered 142-143. 1731-1734 renumbered 158-161. 1787-1788 renumbered 124-125.

Note 7 applies to units 1551-1563, 1571-1586 and 1701-1702. To note 3 add: 85A, C repowered by Alco to FA-2. Remainder repowered by GM-EMD. To note 4 add the following: Being rebuilt (1963). Note 5 should read: 65H rebuilt F7B. Note 6 should read: Rebuilt by GM-EMD to 1200 hp. in 1959. Note 7 should read: Rebuilt by GM-END. Note 8 should read: Sold—two to an electric line in Iowa and one to Arkansas.

John W. Nelsen points out that CSPM&O 258, shown on our August cover, was class E-8b, not F-8.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1 *Does the design of the Frisco's emblem have any significance?*

Yes. In about 1900 G. H. Nettleton, a Frisco vice president, was making an inspection tour of the system, then known as the Kansas City, Memphis & Birmingham Railway. His train pulled into the station at Neosho, Mo., with his private car stopping in view of the depot building on which a coonskin had been tacked to dry. Mr. Nettleton was nettled. He asked the agent, Sam Albright, "Why do you use company property for tanning hides?"

Sam explained how hard it was to support a family on his salary of $1.25 for a ten-hour day. "To eke out this meager sum," he said, "I catch, tan, and sell racoon hides."

To Sam's surprise, the official grinned and said: "Well, that is okay. How much will you take for that coonskin?"

The agent blurted out, "Two bucks." Mr. Nettleton bought the hide and took it back to with him the general offices in St. Louis, where it is still on display, and an artist adapted its outline to a design for the Frisco emblem.

2 (a) *How many steam engines does Canadian Pacific own? What will happen to them?* (b) *Tell history of CPR 2900, 2901.* (c) *Where can I get an old CPR steam roster?* (d) *When will Sy Reich compile a CPR diesel roster?*

(a) Last July 12 CPR had 100 steamers: 36 held for possible sale to outside parties, 36 for scrap in 1963, and 28 to scrap next year. Seven were scheduled for the blow-torch at Angus Shops, Montreal: 842, 894, 1088, 1089, 1095, 1270, and 2454. These 58 were held for dismantling at Weston Shops, Winnipeg:

1200	1243	1297	2446	5174	5441
1207	1246	2344	2449	5221	5444
1209	1248	2367	2451	5230	5446
1210	1278	2372	2634	5241	5450
1211	1279	2384	2829	5432	5457
1212	1286	2389	3651	5433	5469
1213	1287	2392	3677	5434	5471
1214	1290	2429	3716	5435	6937
1234	1293	2432	5131	5436	
1238	1296	2433	5134	5439	

(b) CPR built those two 4-8-2's in 1914 as class Hlab, later reclassified them Hlc, rebuilt them in 1924-'5 as class Ila, and last operated them on New Brunswick District. No. 2900 scrapped Nov. '54, No. 2901 in Oct. '44.

(c) *Railroad Magazine* had CPR steam rosters in Feb. '33, Sept. '47, Sept. '53. But Sept. '53 roster was incomplete and inaccurate; we ran the necessary additions and corrections in March '54. (d) Next issue, out Dec. 2.

3 *Define* jimmyjohn *as used in the ballad "Gandy Dancers' Ball."*

"Jimmyjohn is a play on the word *demijohn,"* writes Bill Knapke, 9A North Lane, Orinda, Calif. (Bill is an alert, healthy, retired SP conductor, age 93 last July 17, always glad to hear from readers.) "When I was a boy a demijohn was the usual container for 'panther sweat' in almost any well-regulated household."

Another oldtimer, "Carload Andy" Ospring, ex-Vandalia hogger, 1322 N. Ontario St., Burbank, Calif., recalls that as a small boy visiting farm relatives he often heard the word applied to "almost any home-made article that had no definite name." A third meaning for *jimmyjohn* comes from Bob White, retired GTW section foreman, 3015 De Soto St., New Orleans, La., who says it referred to men who took rails from flatcars and laid them in the roadbed while building the Union Pacific.

4 *I have a profile map of Central Ry. of California. Please explain.*

That line was proposed to run from Bakersfield oil fields to Los Angeles, 133 miles, but was never built. It died unborn, like several other projects in the 1900-'05 oil boom. One of the others, Midland Pacific had even laid 12 miles of tracks before pipelines grabbed all the potential business.

5 *Does the Norfolk & Western roster have any steam locomotives?*

No. Last one, the 611, streamlined class J, was presented to Roanoke's new Transportation Museum on Memorial Day. She is not in running order. The only operating former N&W steam engine is the 578, class E, on the Ohio Railways Museum's three miles of old interurban trackage at Worthington, Ohio. The 578 was fired up on seven Sundays this past summer.

Other N&W steamers extant: No. 6, class G, Wasena Park, Roanoke, Va.; No. 7, class G, City Park, Bluefield, W. Va.; No. 433, class M, junction of branch, Abington, Va., and No. 2156, class Y6a, National Museum of Transport, St. Louis, Mo.

Last active steam on N&W trackage (except for the old *General's* recent visit) was a Y6b mine run west from Williamson, W. Va., in 1960. N&W's coal business last summer was unprecedented, with records broken almost weekly, and road had to borrow 11 DM&IR diesels for its Scioto Division. Too bad a few steamers hadn't been saved for emergency use!

6 *I have a playing-card which pictures D&RGW engine 1700. Where can I buy a set of these cards?*

We don't know. Interstate News Co. used to sell them on D&RGW passenger trains but they are now out of print. Information on other playing-cards may be obtained from Mrs. Vivian Wagner, 4611 N. Broadway, Chicago 40, Ill., who has been collecting them for years.

"A few years ago," she writes, "news butchers on SP passenger trains sold decks of cards picturing scenes along the route. I thought, since SP sells such cards, maybe other railroads do also. So I wrote to various roads, buying decks of cards whenever I could and swapping with other collectors. I now have playing-cards from 25 roads. Several clubs of people take up this hobby. My son and daughter collect railroad timetables, tickets, and menu cards."

7 *Which American railroads own steam engines today? How many?*

Here is a list of all steamers for which inspection or out-of-service reports were filed with the Interstate Commerce Commission as of March 1, 1963. List was supplied by the Association of American Railroads. It includes the names of roads, etc., and the number of each steamer owned at that time.

The AAR says this list does not agree with its Jan. 1 report on the numbers of steam engines owned by the Burlington, D&RGW, Reading, and UP. Since last March many engines have been scrapped, sold, or given away, while a few museum operations have acquired additional power. Readers hoping to photograph steam had better check be-

fore visiting any of the following roads: (note that some locomotives are kept many miles from the company's business address given here).

Aberdeen & Rockfish, Aberdeen, N.C., 40
Aco Machinery Co., Watertown, N.Y., 12
Alabama Marble Co., Watertown, N.Y., 3
Angelina & Neches River, Keltys, Texas, 208
Angelina County Lumber Co., Keltys, Texas, 110
Arcade & Attica, Arcade, N.Y., 18, 14
Arkansas & Louisiana Missouri Ry., Monroe, La., 1

Bevier & Southern, Bevier, Mo., 109. 112, 4693
Birmingham & Southeastern, Tallassee, Ala., 200
Black Hills Central, Hill City, S.D., 7, 69
Bonhommie & Hattiesburg Southern, Fernwood, Miss., 250
Brimstone, New River, Tenn., 35, 36
Brooke, E. G. Iron Co., Birdsboro, Pa., 2, 3
Brooklyn Eastern Dist. Terminal, 86 Kent Ave., Brooklyn 11, N.Y., 10, 12, 13, 14, 15, 16
Buffalo Creek & Gauley, Widen, W. Va., 4, 13, 14

Central of Georgia, 301 W. Broad St., Savannah, Ga., 349, 403
Chesapeake & Ohio, Terminal Tower, Cleveland Ohio, 35, 36, 37
Chicago, Burlington & Quincy, 547 W. Jackson Blvd., Chicago, Ill., 35, 637, 915, 4000, 4943, 4960, 4978, 5620, 5629, 5632
Cliffside, Cliffside, N.C., 110
Colorado & Southern, Johnson Bldg., Denver 2, Colo., 4994
Copper Range, Houghton, Mich., 29
Craig Mountain, Winchester, Idaho, 3

Dardanelle & Russellville, Dardanelle, Ark., 9
Denver & Rio Grande Western, Rio Grande Bldg., 1531 Stout St., Denver 17, Colo., 464, 473, 476, 478, 480-484, 486-495, 497-499
Dierks Forests, Inc., 1006 Grand Ave., Kansas City 6, Missouri, 227
Duluth & Northeastern, Cloquet, Minn., 14, 16, 17, 28, 29

Eagle-Pitcher Co., American Bldg., Cincinnati, O. 1615, 1625, 1630, 1632
East Tennessee & Western North Carolina, 132 Legion St., Johnson City, Tenn., 207, 208
Edgemor & Manetta, Lando, S.C., 5
Elk River Coal & Lumber Co. (no address given), 10, 16, 17
Empire Coke Co. (no address given), 3525
Empire State Ry. Museum, Inc., Box 459 Wall St. Station, New York 5, N.Y., 103
Escanaba & Lake Superior, Wells, Mich., 2, 3

Feather River, Equitable Bldg., Portland 4, Ore., 2, 3

Georgia-Pacific Corp., 357 Park Ave., N.Y. City, 19
Grahame County, Robbinsville, N.C., 1925, 1926
Grand Trunk Western, 105 N. Adams St., Chicago 3, Ill., 5629
Great Western, P.O. Box 5308, Terminal Annex, Denver 17, Colo., 51, 60, 75, 90

Hampton & Branchville, Hampton, S.C., 32, 44
Historical Ry. Society of Milwaukee, Milwaukee, Wis., 701, 1385

Kentucky & Tennessee, Stearns, Ky., 10-12

Lake Superior & Ishpeming, Marquette, Mich., 18-23, 29, 32-35
O. Winston Link, 58 E. 34th St., N.Y. City, 453
Longview, Portland & Northern, Longview, Wash., 680
Louisville & Nashville, 908 W. Broadway, Louisville 1, Ky., 1, 3
Lowville & Beaver River, Lowville, N.Y., 1923

Magma Arizona, Phoenix, Ariz., 5, 7
McCloud River, McCloud, Calif., 25
Meadow River Lumber Co., Rainelle, W. Va., 6, 7
Metro-Goldwyn-Mayer Inc., 1540 Broadway, N.Y. City, 11
Middle Fork, Ellamore, W. Va., 11
Middletown & New Jersey, Middletown, N.Y., 103
Milstead Railroad, LaGrange, Ga., 104
Mississippian Ry., Amory, Miss., 76, 77
Mobile & Gulf, 409 Commonwealth Bldg., Louisville 2, Ky., 97
Monadnock, Steamtown & Northern, Keene, N.H., 15 Now Monadnock R.R., North Walpole, Mass.
Morehead & North Fork, Clearfield, Ky., 12, 14 Now Monadnock R.R., North Walpole, Mass.
Moscow, Camden & San Augustine, Camden, Texas, 14

National Ry. Hist. Society, Atlanta, Ga., 21
Nevada Northern, 161 E. 42nd St., N.Y. City, 40

Pacific & Arctic Ry. & Nav. Co., Whitehorse, Yukon Territory, Canada, 1, 2, 70-73
Pacific Lumber Co., 100 Bush St., San Francisco, Calif., 29
Paramount Pictures Corp., Paramount Bldg., Times Square, N.Y. City, 18, 22
Peninsula Terminal Co., North Portland, Ore., 103, 104
Pickering Lumber Co., Standard, Calif., 8, 11

Quincy Railroad, Quincy, Calif., 2

RKO Radio Pictures (no address given), 25
Reader, 819 Robinson Pl., Shreveport, La., 11, 108
Reading Co., Philadelphia 7, Pa., 1251, 2100-2102
Republic Steel Co., Republic Bldg., Cleveland, Ohio, 283, 285, 286, 294, 297
St. Louis-San Francisco, Frisco Bldg., 906 Oliver St., St. Louis, Mo., 1527, 3749, 4501, 4515, 4517, 4519
Sierra Railroad, San Francisco, Calif., 3, 28
Smoky Mountain RR., Sevier Co. Bank Bldg., Seviersville, Tenn., 107, 110, 106
Southern Pine Lumber Co., Diboll, Texas, 20, 28
Stockton Terminal & Eastern, P.O. Box 1057, Stockton, Calif., 3
Strasburg RR., Strasburg, Pa., 4, 31

Texaco Inc., 135 E. 42nd St., N.Y. City, 7240
Texas South Eastern, Diboll, Texas, 13
Tooele Valley Ry., 25 Broadway, N.Y. City, 11

Union Pacific, 1416 Dodge St., Omaha 2, Neb., 823, 825, 832, 833, 836, 838, 839, 1243, 3985, 4004, 4005, 4012, 4018, 4020, 4023, 4066, 5511, 8444

Ventura County Ry., P.O. Box 432, Oxard, Calif., 2
Virginia Blue Ridge, Piney River, Va., 5, 7-9

Warren & Saline River, Warren, Ark., 1702
Washington, Idaho & Montana, Seattle, Wash., 1
White Mountain RR., McNary, Ariz., 34, 36
Woodward Iron Co., Woodward, Ala., 35, 36, 38, 40, 41

Yreka Western, 300 E. Miner St., Yreka, Calif., 18, 19

8 *Why do railroads in the New York area have so many different kinds of electrification?*

Actually, according to Sy Reich, there isn't so much difference as you might think. The Long Island, the New York Central, and the three divisions of the New York subway-el network all have the same system: 600 volts DC. The minor fluctuations of third-rail voltages are unimportant. The advantage of underrunning third-rail is supposed to be that it is easier to keep free of snow and ice. The advantage of over-running third-rail is that it is cheaper to install and maintain on both wayside and cars. On systems equipped with DC contact voltages, AC is transmitted from substation to substation where it is rectified and fed to transmission line.

9 *When a freight conductor occasionally, or rarely, makes a round trip or two on a passenger train does he have his own ticket punch or does he use that of the conductor he replaces temporarily?*

Each conductor subject to call for passenger service is issued his own punch, for an obvious reason. The punch mark on a ticket is, in effect, his signature. There's is no doubt of who's responsible in case of error.

10 (a) *On Erie-Lackawanna freights I see gondolas with CNJ emblems but freshly-painted Wabash numbers. Please explain.* (b) *Boxcars of some roads have a number painted on one side near the roof. What for?*

Warren B. Crater, CNJ engineman, states: (a) Jersey Central recently sold some 52-foot gons to the Wabash. (b) Those numbers, above the reporting mark, indicate the cars are equipped with loading and bracing for certain commodities. The railroads have learned that proper loading and bracing, not only engineers, can prevent damage to high-class frieight.

11 (a) *How many locomotives did the Pennsy have Jan. 1, 1926?* (b) *When did the Altoona Shops stop building GG-1's?*

(a) A total of 7,347. (b) In 1943.

12 *What is the average cost of a modern streamlined train?*

That depends upon its size and other factors. A two-unit diesel comes to $500,000, the best coaches cost about $200,000 apiece, and a new sleeper or diner runs up to $350,000. If you couple 10 coaches, 5 sleepers, and 2 diners behind the locomotive you're stuck to the tune of $5 million.

13 *Do you have the words of C. Milligan's poem, "The Old Caboose"?*

Yes, from the *Chicago Tribune.*

Sentenced to roll at the end of the train,
Trying ever with might and main
To keep abreast of the speeding load
But tagging behind on the roaring road.
Tardy at sidings, the last to leave,
Yet I may not complain or grieve,
Minding my own, last of the train,
Pounding out but the last refrain.
Song of the wheels in staccato notes
Clicking the rail, yet a music floats
Over the broad terrain and away,
Song of the train through the livelong day.
Dust on my wheels and weather-worn,
Limping behind and a way forlorn,
But a car must fit to the place allowed
And why should an old caboose be proud?

Lumbering over the steel highway,
Rain in the sky or a blustery day,
Skirting the hills, and the desert knows,
For it has accorded me many blows.
Sand and silt and the staggering sun
Glare on my roof till the heat is done,
Into the summer gliding on,
Last to emerge in the paling dawn.
I must follow where engines lead,
Bending my will to an iron steed,
Every day till my frames are loose:
That is the lot of an old caboose.

Running Extra

"*The Irish Mail* is the world's oldest name-train, dating back to 1848 and antedating *The Flying Scotsman* by 14 years," writes the Rev. K. J. Morgan, 1328 N. 31st St., Birmingham 4, Ala., correcting an item in our August department. "It runs between Euston (London) and Holyhead. The London & North Western started this train, then came the LMS, and now, alas! the British Railways." (Our correspondent has a son, David, editor of *Trains.*)

"I have a photo of an unidentified boxlike 4-2-2 inspection engine named *John,*" writes L.P. Cummings, Jr., 129

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Nevin St., Lancaster, Pa. "Who can tell me anything about it?"

"What is the largest number of pusher locomotives (steam or diesel) ever used in one train?" asks Barry Young, 69 Botolph, St., North Quincy, Mass.

This question comes from V. G. Tower, V.A. Hospital, Ward 4, Battle Creek, Mich.: What is the longest railroad passenger terminal in U.S.A.?

Commenting on our August item about flagstops, Joseph McMahon, 15 Adrian Ave., New York 63, N. Y., mentions two unofficial ways to flag trains. He writes: "A lone traveler at a Kansas flagstop wondered how he could stop a train after dark. The proprietor of a nearby general store solved this problem by giving him a newspaper and two matches, saying: 'You can see the headlight first about ten miles away. When you think it is a mile away, roll up the newspaper, light it, and swing it across the track. The engineer will stop.' The traveler tried that idea and the train stopped."

The other method concerns the Long Island, where a station which serves as many as 300 passengers a day may consist of an open platform and a small shelter. "Usually there are electric lights," Joseph writes, "and a handy light-switch so the last crew passing at night can turn them off. We were told to flag the train by flashing the station lights off and on. It worked."

"I am writing a book on the Bath & Hammondsport narrow-gage," reports Bill Gordon, 811 Garson Ave., Rochester 9, N. Y., "and need pix of B&H engines: the *C. D. Champlin*, the *Jonathan Robie*, the *Pioneer*, and the *G. W. Nichols*; also Nos. 12 and 13 of the Erie & Susquehanna Shops. The B&H lost all its photos in 1959."

Because he has gone blind, a longtime reader of *Railroad Magazine* named Raymond D. Atkinson, 3 Oak Ave., R.R. 2, North Reading, Mass., will sell a fine old collection of 1,000 postcard size steam photos for $90. This includes B&M, MeC, B&A, NH, CPR, CNR, etc. A friend who can see handles his correspondence.

Robert Michalka, 318 Linwood St., Rochester, Minn., wants a brief history of GTW 4-8-4's, class U4b, series 6300.

Mention was made of two ex-GTW 0-8-0's switching a steel plant near Chicago, which must be the last operating steam power in that area, aside from fantrips. Who can tell us where that plant is located and if it welcomes railfans?

Will readers please not send us long letters? We just haven't time to read them or answer them and we certainly can't find space to print them.

"A while ago you ran an item about trains struck by lightning," writes Roland Walling, 582 Holmdel Rd., Hazlett, N. J. "In the late 1940's or early '50's lightning hit a Jersey Central Camelback standing at South Amboy station, killing the engineer. Also, years ago, a bolt struck a GG-1 pulling a train, putting the engine out of commission. Will someone supply details?"

Walt Thayer, Box 634, Wenatchee, Wash., has photos of autos using a Great Northern tunnel near his city while a new highway was being built. He asks, "Has this sort of thing ever happened anywhere else?"

"My father and I located 8 steam engine tenders stored in the Milwaukee Road's Lake Wisconsin Yard near here," writes Mike Izkowski, 2860-A S. 9th Pl., Wilwaukee 15, Wis. "Apparently they are for work trains only, since 'Water Storage' is stencilled on them. What types of engines were they used on when in active service?

"Another question: I recently saw passenger trains wheeled by 4 Milwaukee Road diesels with an pumpkin-orange and maroon color scheme. I knew the Milwaukee's passenger diesels were painted Union Pacific yellow. What about those 4?"

The answers come from Jim Scribbins: "Probably the most numerous ex-steam locomotive tanks used on work trains for water are 4-8-4's of class S-2. Milwaukee road-switcher type passenger diesels (GP and Alco) were not painted yellow, except GP's 201, 203, and 205, and at least the 201 has again been painted orange and black. FP7 units 60-64 ABC are orange and maroon and while in dual service are normally used on freight. Mike may have seen some of these." ●

Steam in the Carolinas

Railfan-of-the-month H. Reid reports the following steam trains operating but very near season's end: Graham County (Robbinsville to Graham County Jct., N.C.); Edgemoor & Manetta (Lando to Edgemoor, S.C.), and Rockton & Rion (Anderson Quary to Winnsboro, S.C.). Because of builder's-plate thefts, R&R management now requires signed forms from visitors.

Tourist business with steam power recently took a sharp upswing. Former Santee River hardwood geared engines 2 and 3 were under steam at Maggie Valley, N.C., under the name of Highlander Railroad. One engine is equipped with spark arrester and smoke lifter, similar to those on Colorado narrow-gages years ago.

Palmetto State Ry. has moved from York, S.C., to King's Mountain National Park, N.C. This growing attraction is worked by tank engine 2609 from the Crab Orchard (W. Va.) Mine. Old 97 Railroad, with a tank engine converted to tender style, was being prepared at Frye's Lake near Concord, N.C. A similar conversion, made in a fortnight at Cherokee, N.C., has placed *Victoria Regina* (running mate of loco named *Albert*) in operation replete with 4-wheel tender.

Midget railroads are functioning at Maggie Valley (a Union Pacific 4-8-4 behind Highlander's depot) and Old Smoke at Cherokee (a 4-4-4, No. 4). A false steamer (motor-powered) is located at South of the Border, S.C. You can see a full-sized No. 9, owned by Campbell Limestone, at Beverly, S.C., in good shape, painted green and silver like old Southern Ry. rod engines.

men's mart

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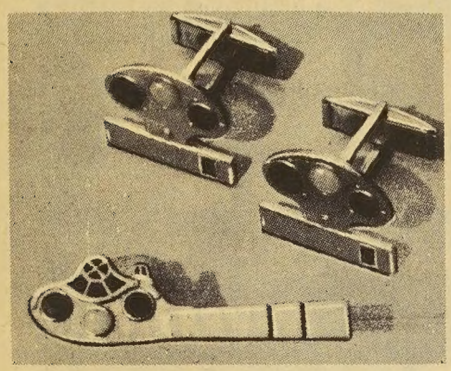

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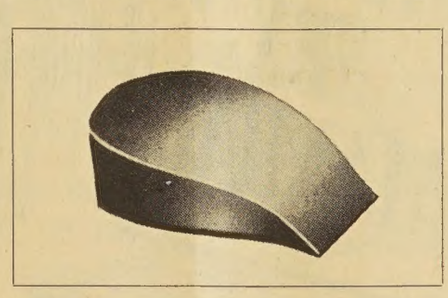

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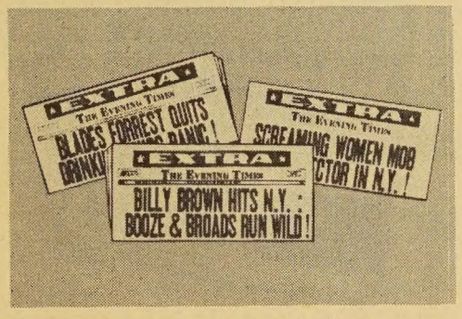

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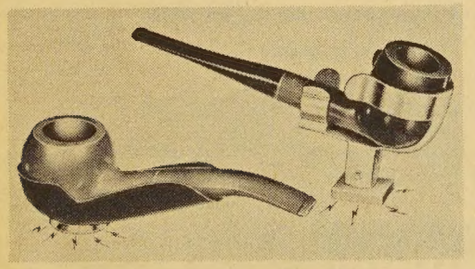

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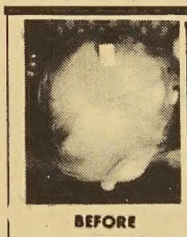

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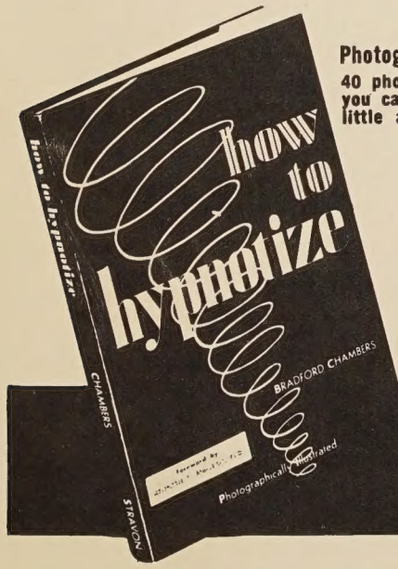

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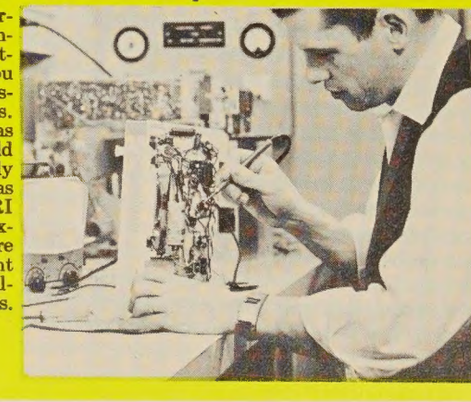

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